CYCLE NEWS®

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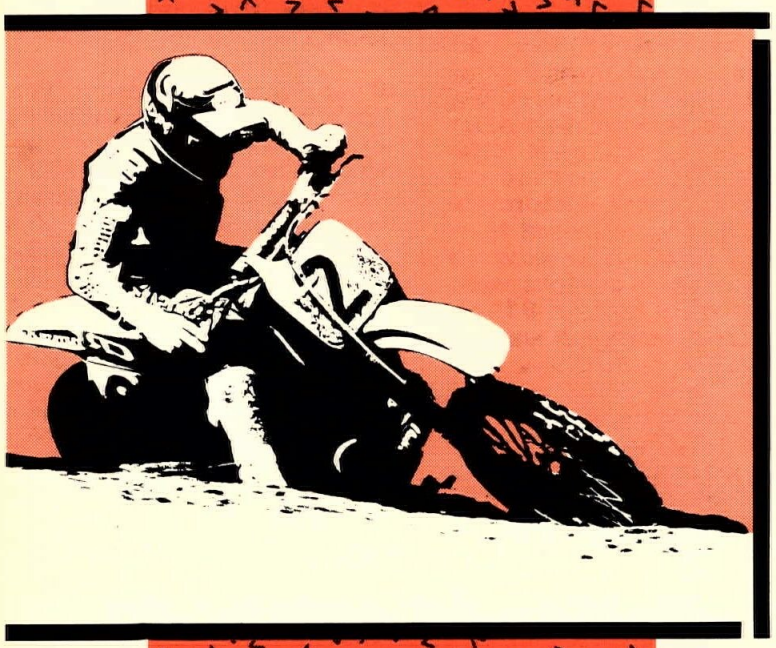
1989 Camel Supercross Series Preview

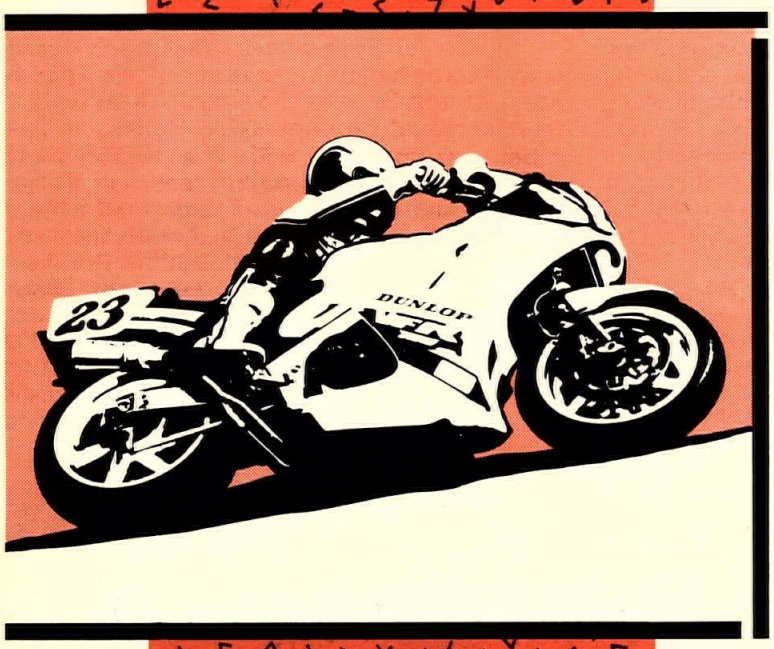
Supercross

Interview: Supercross champ Rick Johnson

America's weekly motorcycle newspaper

DUNLOP





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750 cc, Scott Russell, Suzuki, Dunlop K591 (R)
1100 cc, Doug Polen, Suzuki, Dunlop K591 (R)

W.E.R.A. Endurance Championships
Heavyweight Production, Solmax Racing USA, Dunlop
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Lightweight Production, CIA Racing, Dunlop K591 (R)

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In the WIND

BY PAPA WEALEY

Multi-time MX National Champion Bob Hannah (Suz) won both motos in the 250cc Pro class at the January 15 Dade City round of the Florida Winter AMA Series. Keith Bowen (Suz) was second overall with a 2-2 performance and Mike LaRocco (Yam) was third with a 3-3 tally. Brian McElroy (Cag) topped the 125cc Pro class with a 2-1 day. LaRocco (Yam) was second with a 1-2 performance and Jay Mann (Kaw) third with 3-5 moto finishes. Fred Andrews (Hon) turned in a 2-1 performance to top the 500cc Pro class. Jeff Frisz (Kaw) logged a 1-3 for second overall and JoJo Keller (Hon) was third with a 4-2 day. David Beckington (Hon) topped the 125cc A and 250cc A classes, and Earl May (Hon) was the overall winner in the 500cc A class.

World Champion Jean-Michel Bayle (Hon) of France topped the 250cc Pro class at the first round of Goat Breker's GFI California Winter MX Series at Perris Raceway, January 15. Jeff Stanton (Hon) was second and Johnny O'Mara (Suz) bagged third overall. Jeff Matiasevich (Kaw) won both motos in the 125cc Pro class, Ty Davis (Suz) was second overall, and Larry Ward (Hon) was third. Ron Turner (Hon) scored the overall win in the 500cc Pro class over Mike Hooker (Hon) and David Bugweath.

Dan Ingram (Hon) edged out Garth Brow (Hon) for the 1989 AMA Invitational Indoor Pro Ice Race Series title by one point, 78 to 77, to collect $1200 from the $3000 point fund posted by American Honda. The final round that counted in the point standings took place in Erie, Pennsylvania, on Friday night, January 13, and Brow nearly overtook Ingram in the point standings, but fell short. Brow went on to win the non-point paying main event over Ed Morris (Hon) and Ingram. The following night, January 14, the annual series closed with a non-point paying round in Hamilton, Ontario, Canada, and Brow was the top point scorer and winner of the main. The riders voted Dave Rabinette the series Rookie of the Year.

Four-time AMA National Enduro Champion Terry Cunningham has switched to Kawasaki after campaigning Husqvarnas for eight years. Cunningham, a four-time ISDE gold medalist, will be teamed with Larry Roeseler and the pair will compete in the AMA National Championship Enduro Series aboard Kawasaki KDX200s. Cunningham and Kurt Hough will team to ride KX250s in the AMA National Championship Hare Scrambles Series. All three Team Green riders will compete in the ISDE Qualifiers.

Defending Grand National Cross Country champ Ed Lojak has also left Husqvarna, switching to Yamaha after a 12-year relationship with Husqvarna. Lojak will ride the new Yamaha YZ250WR in the 1989 National Championship Hare Scrambles Series and the Grand National Cross Country Championship Series. "I've been wanting to make a switch for the past couple of years," said Lojak, "and now with Yamaha's help I will be an official Yamaha support rider."

American Honda will be issuing a "product update," not a recall as published elsewhere, to all purchasers of 1989 Honda CR250 and 500 motocross machines. Customers will be notified of the front fork update by mail, beginning February 2, and will be able to take their fork assemblies to their dealer where new damper assemblies will be installed free of charge. All unsold units will receive the update prior to leaving the showroom floor. Following research and development testing on the stock units, Honda feels that the original fork damping is too harsh for most riders. According to Honda, the new assemblies are designed to give smoother performance.

Three-time World Champion Freddie Spencer had his first ride on a Marlboro Yamaha on January 14-15 in Jerez, Spain. The Shreveport, Louisiana, resident rode a 1988 Yamaha YZR500 in preparation for the team's first full-blown test on '89 equipment to be held at Australia's Phillip Island later this month.

Doug Chandler, who finished third in the 1988 Camel Pro Series behind Bubba Shobert and Scott Parker, will race a Hank Scott-prepared, Bob Donabedian-owned Honda in Camel Pro mile and selected half mile dirt track events this season. "We're near finalizing sponsors," said Scott, the winner of 17 Grand National Championship races between 1974 and 1984. "Kal-Gard is already behind us and we should be able to announce other sponsors in the very near future. Doug's a charger and I'm looking forward to working with him." Donabedian, owner and operator of a bumper business in Garden Grove, California, funds the bike, but it's "prepared, transported and cared for" by former Californian Scott, who now operates out of Findlay, Ohio.

On the road racing side, Chandler will be riding Rob Muzzy-prepared Kawasaki ZX-7s in AMA Superbike and AMA/CCS Supersport competition and possibly a few rounds of the World Superbike Series. Kawasaki will provide Muzzy with four machines, a parts account, a box van and an undisclosed amount of money. Chandler finished third in the 1988 AMA Superbike point standings, riding the same Honda VFR750 on which Wayne Rainey won the '87 title.

Effective January 15, motorcyclists in Massachusetts were hit for substantially increased fees to operate a motorcycle. The fees increased to: $35 for a four-year driver's license, up from $25, plus an additional $12 for a motorcycle endorsement, where previously there had been no fee; $50 for a vehicle title, up from $15; $60 for a two-year motorcycle registration as opposed to only $40 for a two-year automobile registration. Not only is this the second major increase of motorcycle-related fees in as many years, but none of the monies of this most recent increase will make their way into the state's motorcycle safety fund. Last year, motorcycle inspection fees were raised from $4 to $15, a 275% increase, while automobile inspection fees were only raised by 50%, from $10 to $15. This latest increase was set by the state's Administration and Finance Executive Office and not the state Legislature. The AMA's Government Relations Department has contacted all members of the state Senate in an effort to remedy the situation. Massachusetts motorcyclists can voice their opposition to this latest fee increase, and at the same time request that money b[illegible] the state's motorcycle s[illegible] by writing Edward La[illegible] Secretary, Administration [illegible] Finance Executive Office, Sta[illegible] House, Room 373, Boston, MA 02133.

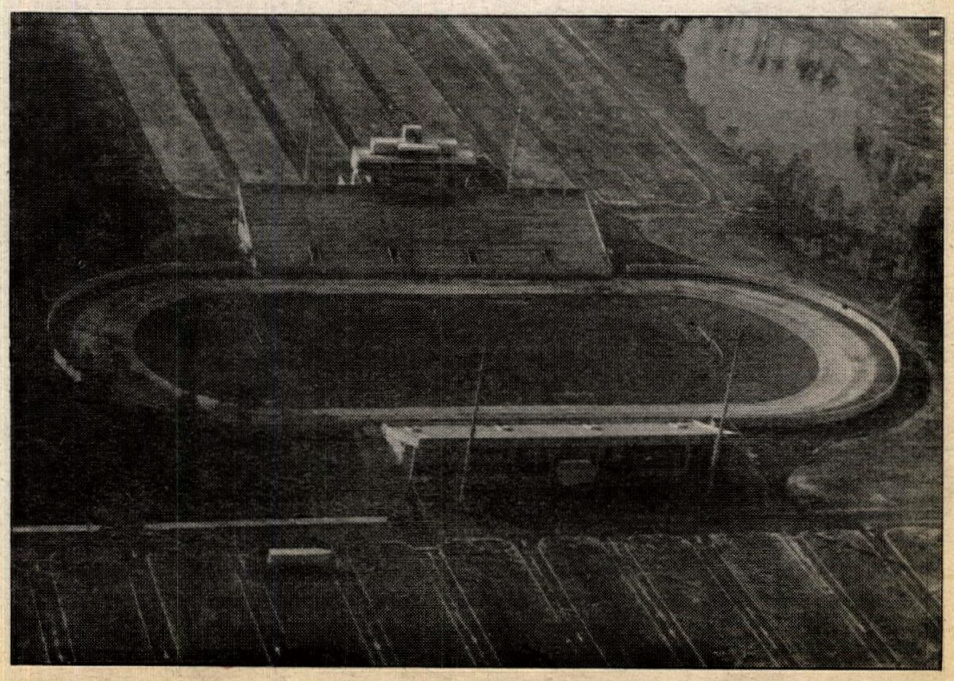
San Dimas, California-based FBN Racing Team, Lightweight Superbike class runner-up in the WERA Western Regional Endurance Road Race Championships last year, will move up to the Heavyweight Production class this season with a 1989 Yamaha FZR1000. Mark Leuzinger, Ron Joyner and Jason Pridmore will return as the Yamaha of Covina (California)/White Bros./Lockhart Racing/Yokohama-sponsored team's riders.

Papa hears there's a good chance that Dave Despain, host of the MotorWeek Illustrated television show, will announce all 17 Camel Pro Series dirt track races this season. Papa hopes that rumor turns out to be fact because he feels Despain has no equal when it comes to announcing dirt track racing.

Racing stars celebrating January birthdays include four-time Camel Pro Champion Bubba Shobert who'll turn 27 on January 29, two-time Grand National Champion Gary Nixon 48 on January 25, two-time Grand National Champion Randy Goss 33 on January 12, 1975 Grand National Champion Gary Scott 37 on January 19, 1969 250cc World Champion road racer Kel Carruthers 51 on January 3, former U.S. National Champion road racer Mike Baldwin 34 on January 15, road racer Dale Quarterley 28 on January 25, and former nationally-ranked motocrosser Rex Staten 34 on January 22. Happy birthday to you, happy birthday to you.

(Continued to page 2)

The all-new Municipal Stadium just west of Daytona Beach, Florida, will be the site of Florida's first-ever AMA Grand National Champion race, a Camel Pro Series short track round which will take place on Saturday night, March 11, of Camel Speedweek. Dirt track action at Daytona will get underway with three half mile races at Volusia Speedway in Barberville, starting Friday, March 3, with the $6055 AMI Half Mile, a round of the AMA Eastern Regional Championship Series, at Volusia County Speedway in Barberville; continue with the $6055 Robison Harley Half Mile, another Regional Championship race, on Saturday, March 4; and the $8700 15th Annual Daytona-Busch Half Mile, also a Regional Championship race, on Sunday, March 5. Action then swings over to the 10,000 seat Municipal Stadium with a $6000 Pro-Am and Junior Regional Championship Short Track Wednesday night, March 8; continues with the $9000 AMA Eastern Regional Short Track Thursday night, March 9; the $11,000 Budweiser 600 National Short Track Friday night, March 10; and finally the $30,000 Camel Pro race on Saturday, March 11. Volusia County Speedway will be paved immediately following the first three events of the $98,310 15th Annual Budweiser-Wiseco Dirt Track Series.



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voices

Godspeed, Randy

On December 18 a great loss was suffered by the enduro community when Randy Simmons passed away. Randy was well known and liked by all and was a pioneer in getting quality enduro events in southern Ohio.

Randy was the founder of the Appalachian Enduro Riders of Wellston, Ohio, and was one of the chief organizers of the top-notch Little Racoon National Enduro.

District 11 events will never be the same without his presence. Godspeed, "Hi-Point," we all will miss you on the trail.

JEFF ANTHONY
Chillicothe Enduro Riders Assoc.
Chillicothe, OH

Sour grapes

Having participated in all five of the annual Ohio Toys for Tots Turkey Run races by riding, working on pit crews, spectating and scoring, we feel Gary Plessinger's letter (issue #50, January 4) about Fred Andrews is a cheap shot. His idea that everyone there thought Fred was cheating is an absurd exaggeration. The confusion brought on by the bad weather and necessary changing of the course more than explains those lost minutes of Mr. Plessinger's.

Fred Andrews has been a pro on and off the track in our estimation, and to accuse him of cheating without any evidence or even the backing of the race officials (who awarded the win to Fred and Terry Cunningham due to the course change) is sour grapes.

This event does a vast amount of good for the local community and the image of motorcyclists everywhere, and these types of letters and accusations serve no useful purpose.

BUD WYATT
LINDA WYATT
TRACY WYATT
Youngstown, OH

Praise for KTM

I would just like to say something about the folks at KTM. They're great!

I owned an '85 KTM 125 and an '86 KTM 250 MXer and had no problems with either one. I bought an '88 KTM 125 MXer and experienced problems with it concerning ring and clutch life. The whole time I had these problems I kept hearing about other '88 125s on their original rings. When the bottom end went south, I'd had all I could stand. I contacted KTM East and requested that they tear it down and look it over. Shortly afterwards, they sent it back to the dealer with a new barrel, top end, clutch, bearings and seals, and a rebuilt rod — basically a new motor. To my disbelief, the only charge was for shipping the motor back and forth. Keep in mind that the machine was purchased in January and the bottom end ate it in September. KTM was under no obligation at all as far as a warranty.

KTM has my gratitude and loyalty. It's nice to see someone still believes in their product like KTM. I'd especially like to thank DeWayne of Oakland Cycle in Pontiac and Roland of Pinconning Cycle, two really great guys. Thanks a bunch!

WAYNE R. LEVERING
Potterville, MI

Golde appointed to California OHV Commission

By Mike Bishop

SACRAMENTO, CA, JAN. 13

The California Senate Rules Committee announced the appointment of Paul Golde to the Off Highway Motor Vehicle Recreation Commission. Golde, 34, of Mission Viejo, is the national apparel manager for Malcolm Smith Racing. Formerly a land use planner with the Motorcycle Industry Council, Golde worked the last four years trying to resolve differences between the Federal Government and the ATV manufacturers. He has also worked with the Specialty Vehicle Institute of America, helping to develop ATV safety training courses.

Golde said, "I want to continue the progressive style of representation that Mark Anderson started." Commissioner Mark Anderson was killed in a motorcycle accident in Baja, Mexico, in April of 1986. Anderson and Golde were close friends and associates at the MIC.

Political analysts acknowledge that the appointment of Golde is a set-back for the Sierra Club, who had hoped to replace out-going Commissioner Jim Livermore of Victorville with a Sierra Club member. Livermore had served as a responsible off-road advocate for over eight years and was frustrated by OHV division staff stonewalling of important safety and acquisition projects. Livermore said, "Staff has a completely different set of priorities than I envision. They want to spend all the Green Sticker Fund on state projects, leaving nothing for federal and local grants.

Next on the agenda for off-road enthusiasts in California is to petition Governor George Dukmejian to reappoint Ed Waldheim of Glendale, as scheduled a year ago, and to replace outgoing Commissioner Betty Morris of Foster City with Steve Nicot of Escodido. This move will re-establish mandated geographical representation to the Commission. It will also give southern California the proper balance of OHV expertise. Currently, five of the seven commissioners are from northern California, although 80% of the OHV enthusiasts live in the six southern counties.

The OHV Commission sets policy for the guidance of the Parks Director and approves over $12 million a year in capital outlay expenditures and grants to federal agencies to develop OHV opportunities. It is imperative that the governor hears from southern California OHV enthusiasts. Ask that Commissioner Ed Waldheim be re-appointed and that Steve Nicot replace Betty Morris. Letters must be submitted by February 3. Letters should be sent to: Governor George Dukmejian, ATTN: Marvin Baxter, State Capitol, Sacramento, CA 95814. ●

Wind

(Continued from page 1)

Heartland Park Topeka, the new road race/drag race facility in Kansas, has confirmed that they'll open as scheduled with an AMA National Championship Road Race on July 2. Tristan Lewis, the track's public relations director, said, "We have been wanting to release a schedule for some time but we did not want to keep changing it due to possible construction delays. Our season is now decided and we are looking forward to a great year." Construction in Topeka will continue through the winter and is expected to be finished in early May. In addition to AMA road racing, Heartland Park Topeka will host WERA events and IMSA, NHRA and SCCA car races.

AFM road racer Steven Holt had an encounter of the "I didn't see him and made a left-hand turn in front of him" kind on December 26 in Gilroy, California. Holt suffered multiple injuries and, according to friend Janice Muise, "should be racing beds for 10 weeks and recovered and back on the track in three months."

CORRECTION: Larry Ward (Hon), not George Holland as printed in this section last week, finished third in the 250cc Pro class at the Scottsdale, Arizona, Supercross on January 7-8. See coverage of the event in this issue.

Effective January 1, the AMA will only sanction amateur and road-riding meets conducted by clubs and promoters that have been represented at a risk management workshop conducted by the Association within the last 24 months. The regular schedule of workshops, held in conjunction with all AMA annual sanction meetings, have been completed. However, if the demand warrants it, the AMA may offer additional workshops throughout the country. If your club or organization is interested in sanctioning a meet in 1989, please contact Donna Chapman at the AMA, P.O. Box 6114, Westerville, OH 43081-6114, 614/891-2425.

The Los Angeles Times has reported that friends of slain racing promoter Mickey Thompson and his wife Trudy told Los Angeles County Sheriff's Department homicide investigators that Thompson's former partner and fellow race promoter Mike Goodwin issued death threats to Thompson. That information came from an affidavit filed with Los Angeles Municipal Court last month to support issuance of a search warrant. The search warrant was for records at a Los Angeles cellular phone billing office. The search was undertaken by what homicide investigator Cheryl Lyons said had been a call placed from Goodwin's boat. Goodwin's attorney said that his client would have no comment to make on the reported death threats but insisted that he had nothing to do with the Thompson slayings which took place on March 16, 1988. Thompson and Goodwin filed lawsuits against each other after they disolved their partnership in 1985. Goodwin filed bankruptcy after a court ruled in favor of Thompson and ordered Goodwin to pay Thompson $500,000.

(Continued to page 50)

CYCLE dreams

That in the briefest moment of mind slip, I allowed the Road to take charge and Rule.

I was in a rush, harder on the throttle than I should have been. Riding that textbook danger zone closest to home. Leaning the turn, a tricky reverse camber, a nasty lefty — forgetting the blind traffic light was still going to be there. Exactly as it had been for decades. All my driving and riding life. Listen, I'd been through that section hundreds of times, thousands is more like it. A girlfriend in high school had lived right near by, a block away. And it was The Road To The Beach! Hey! My entire lineage of motorcycles had made the turn safely before! Now, all these riding years later, accident free, it was suddenly doubtful if I would. I couldn't run the red light — not even in desperation, out of sheer necessity. I simply had to stop. Period. Because there was a car there, already stopped, and another, stopping, blocking my only flank escape. It was either stop or go down. Or hit the halted hatchback. And in that dreamy slowed instant when my crash warning lit, it became clinically clear what had to be done. Still leaning, still turning, I had to go hard for the brakes — but with a perfect front-&-rear blend. No mistakes, I told myself. No second chances here. Lose traction and I could well lose my ass. My own rider's computer went into action, the mind's extra sense signaling limbs to respond. It was like going onto automatic pilot; I could feel the years take over and begin sorting alternatives. That, and a Motorcycle Safety Foundation class helping work the equation, too. Riding With Control, they call it; the vital skill of not letting Stick become Slide. My whole nervous system coursed through the bike. And when I felt the brakes working, it was like bare palms and fingertips were skimming the pavement, monitoring the grip. I even saw close-ups of that precise point of contact between tire and hardstuff, that fickle patch of adhesion determining fate. And I knew then what was going to happen. The motorcycle was going to stay rubber side down. I was going to get it stopped in time. And start playing it safer.

William Edgar

Over the edge

"I knew I was slow, but this is ridiculous"

PHOTO BY TONY DEJULIO

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: Supercross Champion Rick Johnson hopes to continue his dominance in the 1989 Camel Supercross Series, but his opposition has some ideas on how to stop him this year. See page 4 for an interview with the champ and page 8 for what the other riders have to say about Johnson. Photo courtesy Fran Kuhn/SuperMotocross Magazine.

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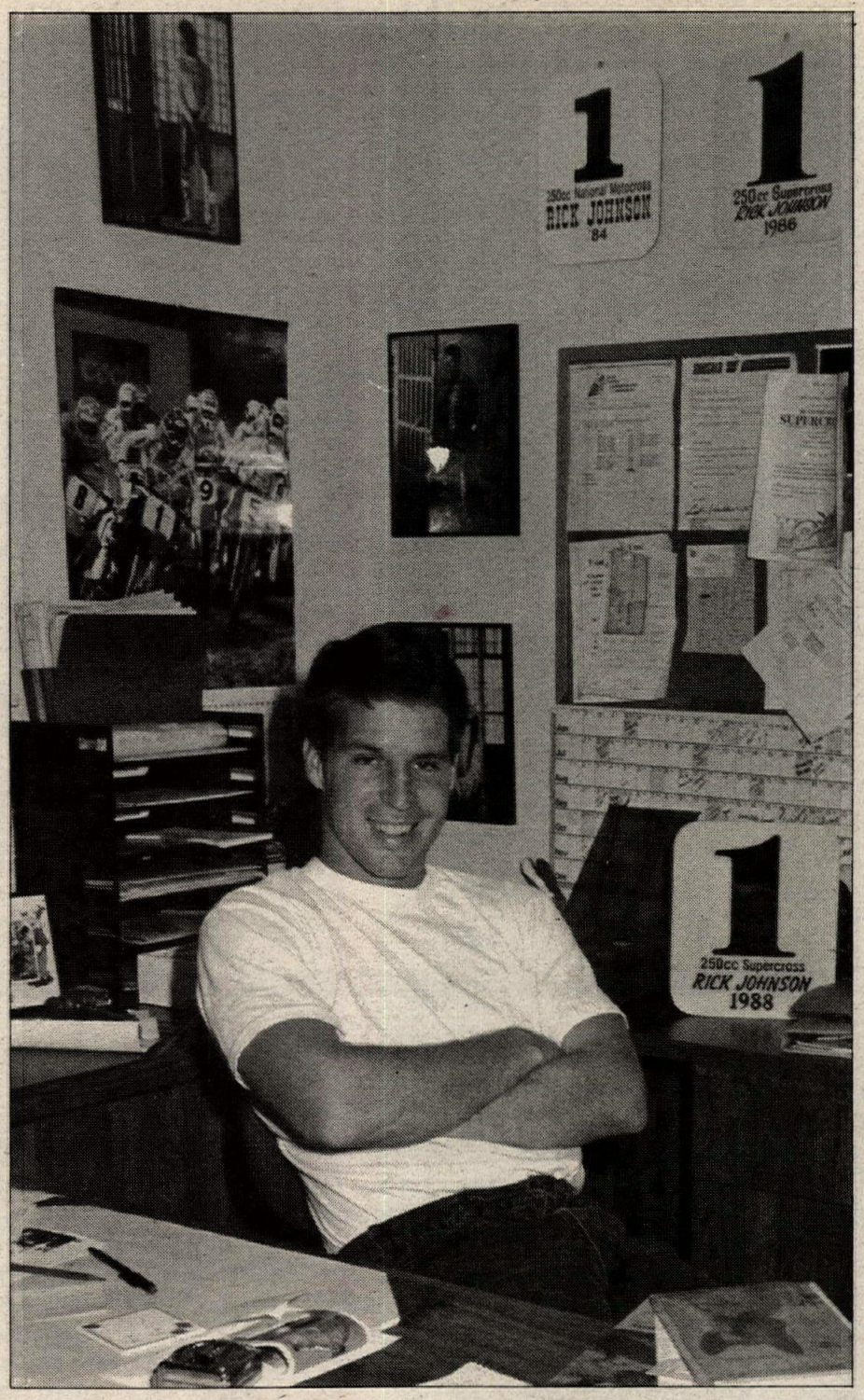

The most important thing is winning races

By Nate Rauba

Winning the Supercross Championship isn't the most important thing to Team Honda's Rick Johnson, but that's not saying that he takes it lightly. Johnson realizes that it is very important for him to win the championship for his employer, Honda.

"A motorcycle race is a race," says the 24-year-old from El Cajon, California. "I line up with the same guys outdoors, so a supercross race is no more important to me as a racer. But as far as the manufacturers go, they get more exposure in supercross. In the U.S. the supercross title is number one, that's what all the manufacturers want."

And this is the year that supercross will be thrust out of the shadows of the stadiums and into the spotlight of national television with a 13-week series devoted entirely to the series. Plus Camel is injecting a $125,000 point fund into the sport.

Just because the championship isn't the most important thing to Johnson doesn't mean that it carries no significance for him. Johnson wants another championship, and another, and another . . . Winning titles will help him achieve his goal in racing — to set an unbreakable record of championships. This year he tied Bob Hannah and Broc Glover's record of six AMA National Championships by taking the Supercross and 500cc National titles, but Johnson wants to keep going. Johnson also holds the 1986 Supercross, '84, '86 and '87 250cc National and '87 500cc National Championships.

Hannah still holds the record with three supercross titles, and Johnson would dearly love to join him and break out of the two-championship tie with Jeff Ward for second.

What's really important to Johnson is how he wins the championship. Just cruising around and being consistent doesn't cut it in Johnson's book. You have to be consistent — consistently first at every race. And winning races is *the* most important thing to Johnson.

"I can't get on a motorcycle and not try to win," explains Johnson. "I can't sit and follow someone and be content to finish second, I like winning races. I love racing and I like beating people who think they are going to beat me."

Last year Johnson did a lot of winning. He won all but three rounds in the supercross series alone. Johnson doesn't like to see other people win, not when it comes at the expense of him losing. He also hates to be given a victory.

"Like when Jeff Ward's bike breaks or he's hurt and can't ride well," Johnson says. "I don't get a thrill out of that."

What thrills Johnson is a close race, one where he has to prove that he is superior that day by out-riding his rivals to earn his win. Johnson says there's no better feeling, but he realizes that as soon as it's over, it's over. No matter how close the race, as soon as the checkered flag flies the glamour is gone and Johnson is left to pick up his winnings in a darkened stadium amid the rumble of tractors removing the track.

"It's the hunt, not the kill," he says. "It's winning the race, not that you've won. It feels better while you're out there racing with somebody and passing them, going around that obstacle, than it is after the race when everybody is grabbing at you."

This year Johnson's hunt for supercross wins and the title is likely to be more intense since Camel has posted a rider point fund. The champion will pocket $50,000 of the fund and the runner-up will receive only half as much, with the remainder of the money paid out down to 10th place in the series.

The extra money is just an added incentive to the other competitors to try and beat Johnson this year. By the end of last year's AMA Supercross Series he had them demoralized, wondering what they had to do in order to beat him. Now they are tired of seeing just one rider win and are out to shoot Johnson down.

Being a marked man doesn't bother Johnson in the least, it motivates him. It's all a part of beating people who think they are going to beat him.

"I hear that people are going to try new things to try to psych me out mentally," Johnson says with a sly smile. "Bring it on! If they want to get into a ramming fest on the track, if they think that's what it takes to beat me, then let them try. I've been through all of it.

"People were talking to my cousin, Jeff Boyd, saying that I'm washed up, not going to do well this year since I've done well for a couple of years now," Johnson said. "But I'm only 24, so I've got a lot of years in me. The ball is just starting to roll for me."

There's also a new kid on the block who will be aiming to shoot Johnson down and make a name for himself. Damon Bradshaw surprised everyone by beating Johnson at the Osaka Supercross in Japan, but Johnson wasn't so surprised.

"He reminds me of myself when I was his age," says Johnson. "He doesn't back down to anybody when someone challenges him, and he's confident but not arrogant. It wasn't a fluke that he won, he was faster than everybody and he rode a smarter race than I did, so he deserved to win it."

Although Johnson has an intense desire to beat people and win races, it's not the only important thing in his life. Johnson credits a balanced lifestyle for his success last year. It may not work for everybody, he says, but it was obviously just what he needed since he won all but three rounds of the '88 series.

"I have to have the right amount of everything," he begins. "The right amount of time training and riding so I'm strong on the weekend, the right amount of time to spend with my girlfriend and family, my friends, laughing and doing stuff where I'm not a motorcycle star, I'm just Rick Johnson the person who admires them just as much as they admire me. It just has to be balanced."

Friends are an important part of Johnson's life. Like any racer, Johnson has the usual favorite race shots of himself on the walls of his living room and office. But there are also many photos of friends. There's a photo of Johnson and Glover together at a race, photos with friends on a ski trip, a drawing of a friend and him on a Mexican vacation.

Johnson is also very close to his girlfriend, Stephanie Hodgetts, and has a very good relationship with his parents.

His respect for his parents is one reason why Johnson stopped riding minis at 12 to ride a 125.

"I didn't like the politics," he says. "I didn't like people fighting with my dad over me knocking their kid over on the track or something.

"My mom always gives me a lot of little inspirational stuff," he says while thumbing through a stack of cards and papers, holding out short prayers and phrases. A bumper sticker, given to him by his mother, is pasted to the wall by his phone in the kitchen: "Aim at nothing and you will hit it".

Johnson also must have the right amount of spiritual inspiration since his faith as a Christian is also a big part of his life. Bible study is part of his routine on Wednesday evenings. Listen carefully to Johnson's post-race interviews and he often thanks God.

"I'm not saying that because I became a Christian that I started winning races; I won't claim that," he says. "When I have troubles it's the one thing that's always there for me. It stays inside, keeps me motivated and helps me through."

Johnson believes that good living pays off.

Another thing Johnson does, and does well, when he's doing interviews is acknowledge sponsors. He not only thanks his personal sponsors, but those sponsoring the events.

Johnson inevitably takes a lot of prize and bonus money from those sponsors, but his awareness of who makes it all possible is one of the things that makes him stand out from many of the other riders.

"The riders need to work with the sponsors and everything to put on a good example," Johnson says. "They don't have to work together, but they have to work for the same purpose — to build the sport so that everything will escalate. The riders will have to work hard with Camel and Coors so that these people are happy with their investment. They're spending a ton of money, so they have to be happy with what they see.

"That's why I'm here," he continues, "to try and do the best I can with saying the right things. But I'm not going to smoke cigarettes for them. They're limited on advertising, they can't advertise on television, but if their name is on TV doing something, then it's okay. You can't blame them. They're building up our sport."

It's all just a marketing plan according to Johnson. And Johnson has gotten pretty good at marketing himself as a rider, a champion, and a leader.

"I'm not trying to promote myself as something I'm not," states Johnson. "I've always looked at all the different riders, and the standard before me was Hannah. He was a hard-charger, had a radical riding style and all that. I knew I had that in me, but I saw that he could've improved his personality towards people. I heard him bad-mouth companies before. I knew that's something I could be better at, I could be better talking to people. He doesn't make himself approachable for little kids. I want to be the person that a little kid can walk up to and say whatever he wants to and feel comfortable doing it, not be afraid of me.

"I want to set an example so kids want to be like me, but not just because I win races or make money. I want them to see through all the glitter and see me and think I'm a neat guy."

There will always be those who don't think he's a nice guy, and Johnson knows it. Being a sports star can be tough.

"Once you get in the spotlight you can't have flaws," he explains. "You can't be in a bad mood or have a bad day because people will think you're stuck up. They don't understand that right after a race Brian Lunniss (Johnson's mechanic) wants to know exactly what's going on with the bike, so I'm answering those questions and I'll tell people to wait a minute. You can't please all the people all the time and I just try to do my best."

Some of the people who aren't pleased with Johnson are the folks at Fox Racing, Johnson's apparel sponsor for the last several years. Johnson will be severing that relationship, and this season fans will see him in Hondaline gear on the track. However, Johnson's contract with Fox Racing had a first rider refusal clause, which gave Fox the option of matching any competing offer from another company that Johnson submitted, and Johnson didn't want to reveal the specifics of his Honda contract. Fox has even hinted that they may investigate their legal options.

Johnson explained his side of the story: "I may be putting myself in hot water over this, but it's the truth," he began. "Honda gave me an offer at the time of the Los Angeles Supercross (June, 1988). I was very satisfied with the money. They said it was a whole package with Hondaline gear, and I didn't think Fox could beat that. I didn't sign anything because I knew Fox had first rider refusal, and there wasn't a proposal in writing. Honda had to write up a contract and we still had to negotiate for some bonuses.

"I told Fox that I had an offer so they counter-offered. They offered a three-year contract, one lump sum, no bonuses and I didn't go back on it because I didn't have the Honda clothing contract in writing. I figured that if I won so many races that it (the Honda deal) would be (worth) more than what Fox had to offer. I didn't want to show Fox my total contract because as soon as someone sees what I'm making they'll think I'm just doing it for the money. It overshadows the fact that I like to race. They automatically see dollar signs."

Rick Johnson will be aiming for a third supercross title in 1989.

Johnson has officially been unemployed for the first two weeks of the year since he had not signed his new contract with Honda as of January 16, although he did intend to sign by the end of the same week.

While Johnson gets paid a lot of money, he doesn't see himself or any other American motocrosser making $1 million in a season. With the added Camel money and using a certain unnamed rider with a base salary of $325,000, not himself, Johnson figures that by doing things just right and winning every race this season any of the top riders could earn in the neighborhood of $800,000.

Many riders have suffered injuries on supercross tracks throughout the years, and many times it's not because they crash. There have been numerous ankle, knee, back, wrist and other injuries caused by landing wrong after flying over the huge jumps found on a supercross track. Just last year Jeff Ward's shot at the title ended at the penultimate round in the Meadowlands when he severely sprained his ankle landing after a flight over a jump.

Supercross track obstacles also make it tougher to ride while injured. Johnson tore ligaments in his right knee on New Year's Day, but says that won't effect the way he rides when the season starts January 28 with the Coors Extra Gold Challenge Supercross in Anaheim Stadium.

"I was up at Kenny Roberts' ranch, and Bubba Shobert and I decided to putt around on XR100 mini bikes," Johnson began to explain with a sheepish grin which looked like one on the face of a little boy with his hand caught in the cookie jar. "I was sliding it, with the handlebars right on top of my knee, and when I put my leg out it hooked. My knee had nowhere to go but to the side and I felt it snap."

Johnson immediately had the knee taken care of at Dean Miller's Sport Health facility, then quickly began work with Dr. Keith Walker and was fitted for a brace. He says there should be no long-term effects from the injury.

"If I pull it out to the extent of reinjuring it, I would've injured it anyway. It's the type of an injury that a brace would have prevented."

The injury kept him off bikes for a couple of weeks, but Johnson claims that he'll be ready when the season starts.

"I'm not going to use it as an excuse,"he says. "A lot of riders injure themselves and use it (as an excuse) all year long. That's bull. If you're man enough to throw your leg over the bike at the start of the race, then take it like a man. Don't sit and whine because your wrist, knee, ankle or whatever hurts."

One thing that makes it a little easier for any rider to compete with an injury is that the riders now have more input about track obstacles, and Johnson is pleased with the changes in track design he's seen over the years. He also finds them to be much more of a challenge than outdoor motocross tracks.

"In the past the old promoters made the jumps so that only one guy could do them, and it forced you to do stuff that you weren't confident doing," Johnson said. "You need stuff so that you can push your ability and be strong in places to make time. When it's nerve, it's like luck, and when your luck runs out a lot of times you drag a lot of people down with you.

"What's good about working with John Savitski (of Stadium Dirt Designs, builder of nearly all supercross tracks) is he listens to you; he's been a rider. I'm there a lot telling him what to do on the track. I feel that the tracks should be designed so that the best man wins. If Ron Lechien is the fastest rider one night, then he deserves to win. But if he gets a bad start and can't get by anybody, it's holding back the show and his ability. We've got to make it so we can pass out there, so if I'm going slow someone can get around me."

The show. Johnson believes in not only giving the sponsors their money's worth, but also the fans. As anyone who has witnessed any of Johnson's numerous runaway wins will recall, he is usually the one doing the most radical cross-ups over the big jumps. Many times Johnson flicks the bike over and sideways, looks over at the crowd in the stands and takes a hand off the bars to give them a thumbs-up. And it's all for entertainment.

"I do cross-ups and stuff to keep the fans happy," says Johnson. "I like to give them a good show. My job is to go out there and make motorcycling and supercross exciting, so if I'm out front by myself and not doing anything it's boring. But if I do cross-ups in the dead time in the air, then I'm doing what I'm paid for."

There are some other things that Johnson feels would make the supercross show more exciting.

"They can put some music in the presentation before the race, little detail things like that. They've got a great package, they just need to pretty it up a little bit."

With the Camel Supercross Series schedule expanded to 15 races, Johnson knows that it will be a long season and he sees two major threats for his title.

"I think you'll see some other people win races," he predicts, "but it's a long year for the championship. I think Jeff Ward knows what it takes, and Jeff Stanton is a strong rider and is on a good bike now. He's got what it takes."

After spending some of the off-season with former motocross star John DeSoto and his family in Hawaii, where Johnson got to surf some of the biggest waves of his life with Hawaiian surfing greats such as Gerry Lopez and Johnny-Boy Gomes, the champ is ready to return to competition.

"I've had some time off, and that helped me to want to come back and do what I do. I'm stoked about next year and looking forward to it. I'm excited about the Camel point fund, it feels good to have a good sponsor like that. Coors has done a good job but now they have someone to help them out.

"I was hoping that it would turn into this, big sponsors, television coverage," Johnson said. "It's good for the total sport. People are going to respect motocross as a money-making sport instead of a hobby."

Whether it turns into a multi-million dollar, televised sport or remains just an admittedly lucrative hobby, Rick Johnson will continue to race because that's what he likes to do. And few have ever done it as well or better. •

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Big changes for the Supercross Series

By Kit Palmer and Nate Rauba

What a difference a year makes. Just 12 months ago the sport of supercross looked all but doomed. Promoters were constantly lashing at each other like cats, there were ridiculous conflicts in scheduling that lasted well into the season, purse money was embarrassingly low, the riders were mad and the fans were confused.

But the good news is that that was last year.

Realizing that something had to be done to revive supercross, to give this 15-year-old sport a new lease on life, the promoters retracted their claws and decided to unite and work together rather than fight each other to destruction and take the sport down with them. The results are already paying off.

Thanks to the efforts of supercross promoters SuperSports, SRO/Pace and Mickey Thompson Entertainment Group (MTEG), and the AMA, supercross in 1989 is bursting with life like it never has before. We see new sponsors, bigger purses, a larger contingency fund, a 13-week national television series, an expanded supercross schedule and happier riders.

And happy riders means happy promotors, and happy promotors means that potential sponsors won't be scared away from supercross — a major problem that's been facing supercross over the years.

Enter the R.J. Reynolds Tobacco USA Company.

R.J. Reynolds has taken over the reins in sponsoring this year's AMA/Camel Supercross Series. Camel is posting a $125,000 rider point fund for the 1989 series that will see the series champion take $50,000 to the bank. Plus another $25,000 will be awarded at the series finale, June 10 at the Los Angeles Memorial Coliseum, to the top rider in the 125cc class, determined by what will be called a Camel Shoot-Out. However, the exact details, such as qualification, for the Camel Shoot-Out is still to be determined.

The Adolph Coors Company, which has sponsored supercross since 1986, is still a supporter in '89. Coors Extra Gold, in fact, will be the event sponsor for 14 stops on the 15-event Camel Supercross tour, as well as sponsoring 14 Coors Extra Gold Super Challenge events of its own coinciding with the Camel Supercross Series events. Details of just what the Coors Extra Gold Super Challenge will consist of are undetermined and won't be made official until January 26.

Probably the biggest shot in the arm for supercross *ever* will happen in '89 as well. Promoters SRO/Pace, SuperSports, Inc. and MTEG are investing over $400,000 in television programing. The Seals Communications Corporation, producers of MotoWorld which is telecast on The Nashville Network (TNN) as part of TNN's "Sports Sunday" lineup, will produce a 13-week national television series on the 1989 AMA/Camel Supercross Series. The shows, hosted by MotoWorld's Larry Maiers, are scheduled to begin airing on ESPN in April and will run in prime time if not pre-empted by other programming.

The power of television could rocket the sport of supercross into big league status. As SuperSports' Bill West puts it, "No major sport has ever made it without TV."

With the promotors, sponsors and the AMA pulling together as a team, we should see some of the best supercross racing ever as a result. There's more than just a championship at stake now. There's a healthy pot of gold at the end of the rainbow, not to mention an average $5000 check for winning each event. Even the last place finisher in the each final will pocket around a grand. The combined grand total for all 15-events equals $518,000 in prize money.

And now there's even national recognition to think about with heavy TV coverage. With fame comes fortune, so they say — another incentive for the racers.

There are 15 events on this year's schedule, three more than in 1988. The series opener takes place in Anaheim, California, January 28, at Anaheim Stadium. Then it's off to a doubleheader in Seattle, Washington's Kingdome, February 4-5. Round four returns to California to San Diego's Jack Murphy Stadium, February 11. Following the San Diego event, the racers head across the country to Miami, Florida, February 18. The race will be held for the first time at the new Joe Robbie Stadium. From Miami it's off to Atlanta, Georgia, February 25, at the Fulton County Stadium. It's been two years since a supercross was held in Atlanta.

Two weeks later, on March 11, racers will be tested on what many riders will say is the toughest course on the circuit — Daytona International Speedway, in Daytona, Florida. Houston, Texas, will host the next round inside the Astrodome, March 18, which will be followed by the Tampa Bay, Florida, supercross in Tampa Stadium, March 25, and then to Dallas, Texas, April 1, for the Texas Stadium event, located just outside Dallas in Irving. Then there's another doubleheader, this time in the Silverdome in Pontiac, Michigan, April 15-16. Three weeks later it's off to New Jersey for the Meadowlands Supercross in E. Rutherford. June 3 will see the series move to Oklahoma City, Oklahoma, at the Oklahoma City Fairgrounds. The final race of the series will be held in Los Angeles, California, June 10 at the L.A. Memorial Coliseum.

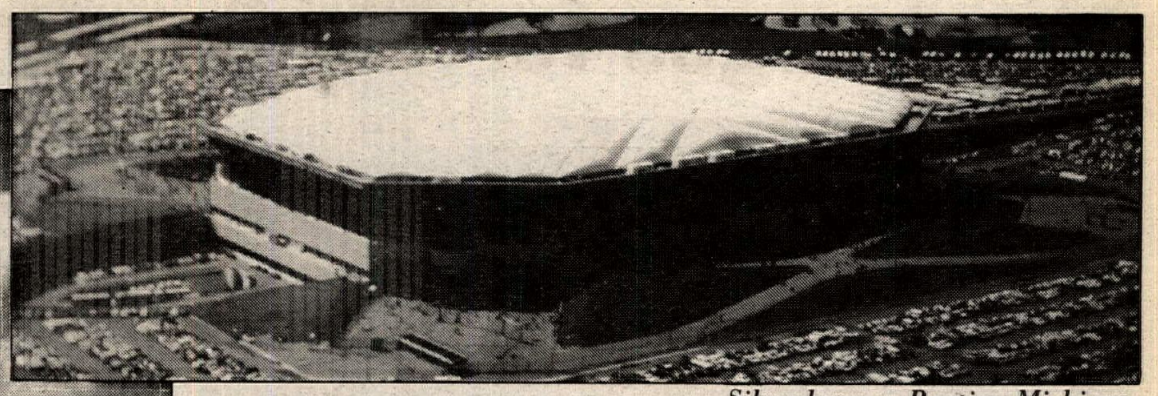
The racing format at each event will be similar to last year's. There will be three 250cc heat races (sometimes four heats, depending on rider turnout), two semis, one Last Chance Qualifier, and a 20-lap main event fielding 21 riders. New this year is that the Last Chance Qualifier will offer a $2950 purse spread out among the top 10 finishers. The first place finisher in the LCQ will take home $350. In addition, there will be a 125cc program that will also have heat races, a Last Chance Qualifier and a 12-lap main event.

The defending Supercross Champion, Team Honda's Rick "R.J." Johnson, has to be the favorite to repeat as champion, but the big guns are pointed directly at him.

"Rick Johnson — he's beatable, he's definitely beatable," says Team Suzuki's Johnny O'Mara, who, along with every supercross fan across the country, saw Johnson take the 1988 Supercross Series by storm.

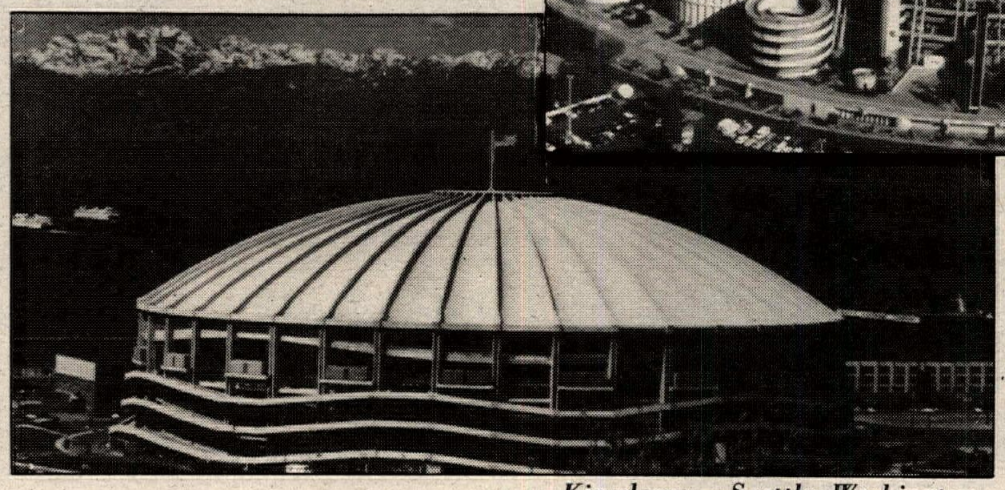
Johnson, the factory Honda ace from El Cajon, California, captured nine main event wins out of 12 tries. And for the second time in his career, Johnson captured the Supercross Series title. But despite his impres-

Astrodome — Houston, Texas.



Silverdome — Pontiac, Michigan.

Jack Murphy Stadium — San Diego, California.



Kingdome — Seattle, Washington.

sive record, veteran O'Mara and other riders feel Johnson *isn't* invincible.

There are a number of riders out there who will do almost anything to dethrone the current master of supercross. Some riders' careers depend on it, such as O'Mara who, at 26 years of age, has one year left on a three-year megabuck Suzuki contract and would like nothing better than a Supercross Championship under his belt when contract negotiations roll around next year, since he wants to continue racing. Team Kawasaki's Ron Lechien is floating in the same boat as O'Mara. Lechien has a year-to-year contract.

And then there are the new and hungry factory riders who have a lot to prove. One such rider is Michigan's Jeff Stanton, who will be starting his first year on the factory Honda team under the direction of race manager Dave Arnold. And then there's Suzuki's Ronnie Tichenor, and Yamaha's Doug Dubach and Shaun Kalos, all of whom are beginning their first year on their respective teams as factory riders.

Team Honda

The factory Honda team features some of the biggest hotshoes in the business with Johnson, 125cc National champ George Holland, Guy Cooper and Stanton on the roster.

Of course Johnson is the top gun at Honda. Johnson has a burning desire to win races, to defeat those who try to conquer him. Plus he has a goal to set an unbreakable record of championships, and he has yet to match Bob Hannah's record of three Supercross Championships. Right now he's tied for second with Jeff Ward, with two titles.

Johnson feels that Kawasaki's Ward is a likely candidate to dethrone him and will also be watching Stanton. There are other riders who he feels will win races, but Ward and Stanton are the two he feels are the most capable of putting together a championship drive this year. You can bet Johnson will do everything to stop them or any other rider from winning.

"They're going to have to want it worse than I do," Johnson says. "I don't know if anyone can want something that bad. Are you willing to bleed for it? Because I am."

Although Holland has yet to win a major supercross, he remains a force to be reckoned with nonetheless. Holland made it to the final in every 1988 supercross and even placed as high as second to Johnson at the Meadowlands Supercross in East Rutherford, New Jersey. The 1988 125cc National champ ended last year's supercross season fifth, only six points behind Broc Glover.

Holland normally gets good starts, and feels his chances of winning a race this year are good — "if I get all the breaks I need."

He feels it will take a good start to beat Johnson this year. "Johnson doesn't give up until he's in first."

Guy Cooper earned a factory ride with strong performances in 1987, his best being the Los Angeles Supercross where he led for most of the race before Johnson passed him with only a few laps to go. But Cooper missed almost the entire '88 supercross season recovering from a broken leg suffered in a European supercross race following the '87 season. Cooper is fearless when it comes to the jumps, and he often is the first to clear the long doubles.

Cooper is back as a factory-supported rider and would like to score at least a couple of wins this season. He would at least like consistent top five finishes.

He predicts more people will beat Johnson this year. "When you're at the top it's hard to stay there, and the other riders are tired of him winning all the time. Their attitudes will make it tougher for him."

Stanton made his name known over the years on the factory Yamaha team, but has made the switch to Honda for '89. Stanton should feel right at home on the Honda team for he's a very good friend of teammate Johnson.

Last year Stanton finished 10th in the Supercross point standings and proved that he can hang with the best by placing third in the 500cc outdoor Nationals behind Johnson and Lechien. When the top riders were asked who to watch for, Stanton's name was the most frequently mentioned. If Stanton can improve his riding ability as much as his good friend did by switching teams, 1989 could be a fantastic year for the 20-year-old Michigan rider.

Team Kawasaki

Over in the Kawasaki pits, there are two factory riders who just love to give Johnson a bad time — Jeff Ward and Ron Lechien.

Ward was undoubtedly Johnson's worst nightmare during the 1988 Supercross season. Ward chased Johnson across the finish line more times than any other rider (six times to be exact), but an ankle injury late in the year ended his hopes of a third Supercross number one plate.

However, heading into the 1989 season, Ward is injury free and ready to take on Johnson.

"I feel really good and healthy now," said Ward. "Last year my ankles held me back. My chances are better than ever to win this year, I'm always ready to go. All it takes is no bad luck."

Ward says determination is needed to beat Johnson, and Ward is determined to win in '89.

"I'm tired of being second," he says.

Lechien was one of the three riders who were able to beat Johnson during last years' supercross season. Lechien managed to score the victory on the second day of the Seattle, Washington, Kingdome doubleheader and finished among the top three seven times in the 10 race series.

Some feel Lechien is the most naturally gifted and fastest rider on the track. It's no secret that Lechien isn't into training but he's proven he can take on the best, and he's proved it over the years. Lechien is riding on a string of post-season successes from last year, and if he can keep his confidence up, Johnson could be in trouble.

It's been three long years since Lechien won the 125cc National Championship, and he's hungry for another title, especially the Camel Supercross title.

"Winning the supercross title would mean a lot to me because that's the whole salami right there," said Lechien. "It's the toughest and the biggest of them all."

Kawasaki has one more factory rider on its team, Jeff Matiasevich. But the 19-year-old from La Habra Heights, California, will defend his title in the Western Regional 125cc Championship Supercross Series. However, at East Coast supercrosses Matiasevich will campaign the 250cc class and is another rider that everyone says should be watched.

Matiasevich has his own theory on how to beat Johnson.

"We have to try to knock Johnson off his high," he says. "It gets in your mind when you know you've won and nothing's going to stop you. We need to knock him back to second or third."

Team Suzuki

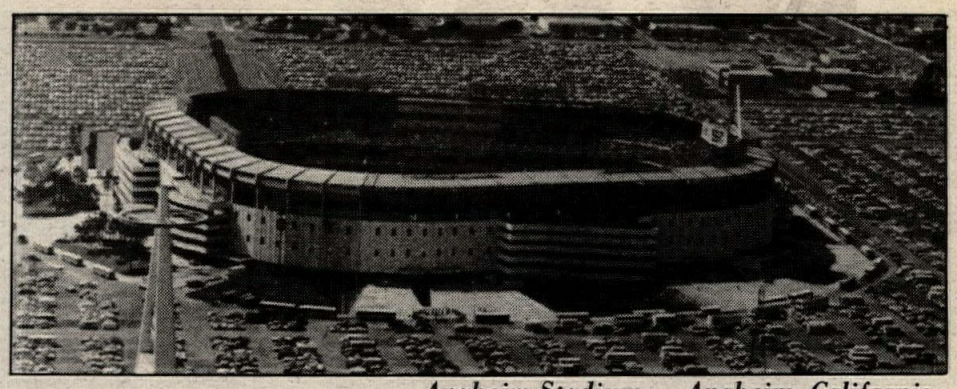
Team Suzuki will be fielding a three-man team with O'Mara heading their offense. O'Mara is one of the highest paid riders on the circuit. The 1984 Supercross champ is beginning the third and final year on his Suzuki contract, which reportedly amounted to $1 million. Despite receiving fat paychecks, O'Mara finished in the top five only once all last year. Many feel his problems stem as far back as to when his close friend David Bailey was paralyzed in a practice crash in 1987. And recent knee injuries and a bicycling accident a few years ago didn't help matters.

O'Mara's been struggling, but 1989 seems to be falling into place for the Californian.

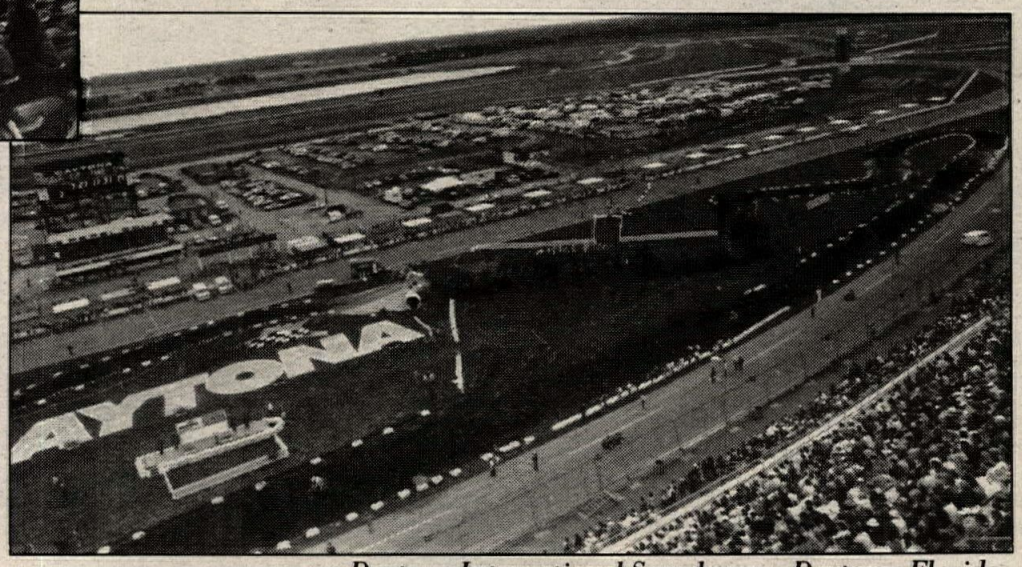
"This year is a real big year for me," says O'Mara. "It's my last year on my contract, and I think at this point I'm 100% healthy and the bike is excellent. As far as going into this

1989 Supercross preview

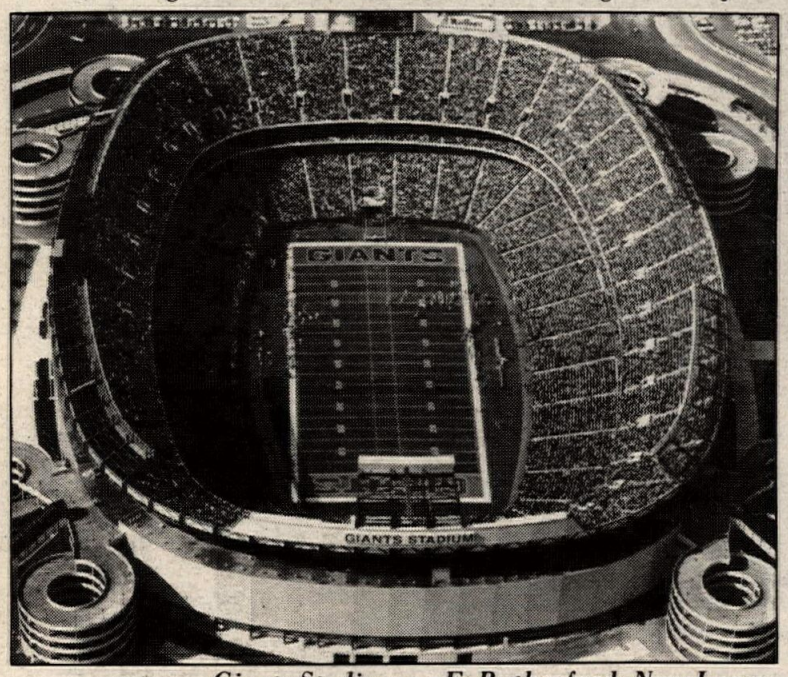
Los Angeles Memorial Coliseum — Los Angeles, California.



Anaheim Stadium — Anaheim, California.



Daytona International Speedway — Daytona, Florida.



Giants Stadium — E. Rutherford, New Jersey.

year, I don't think I will do anything any differently. I'm doing everything textbook like I've done when I've won championships before."

O'Mara seems to have the confidence this year that he's lacked over the past couple of years.

"I know I have a really good chance of winning the championship," he says.

And then there's Erik Kehoe.

A few short years ago, when things looked gloomy in the Suzuki pits, when the team was struggling to get riders into the main events, there was always one bright spot, one rider who team manager Pat Alexander could always count on making the final, and that was Kehoe.

Kehoe is one of Suzuki's most consistent riders in supercross events. He rarely fails to reach the mains and he's usually up front dicing for a heat race win. But Kehoe has yet to find the right combination to win a main event, but then again, only three riders besides Johnson did in 1988.

Heading into the supercross season, Kehoe is coming off a back injury sustained late in the outdoor National series. But he feels he's ready to race again.

"I had a couple of injuries late in the season last year that have kind of set me back a little, but I've had a lot of time off compared to most seasons. I think this is going to work to my advantage rather than disadvantage.

"I feel real good right now, I'm in good shape and all my injuries have healed up — I'm ready, said Kehoe."

Of course, Johnson is a major concern for Kehoe. Kehoe feels that R.J. is going to be the one to beat, once again.

"It's going to take sheer determination and confidence, those are the two main things needed to beat Johnson," says Kehoe. Nineteen-year-old Ronnie Tichenor is the third member of the team. The Floridian has been a part of the Suzuki organization since 1987, but 1989 will be his first year as a full-time factory rider. Tichenor proved he was a top-rate supercross rider by winning the 1987 Eastern Regional 125cc Supercross Series crown, but this year, Tichenor will concentrate on the 250cc class. Last year, Tichenor was slowed by shoulder injuries.

Tichenor is coming off a fourth-place finish at the Japan Supercross in November and has been training and practicing at home ever since.

"Last year, I started the season hurt, but this year I'm feeling really good," says Tichenor. "I've been training hard and I feel really good, and I feel I will do really good in the series."

But what about Johnson?

"Well, (Damon) Bradshaw beat him in Japan, so you know he can be beat. I think that helped everyone right there. It's going to take getting a good start, and riding real consistent, almost to the point where you're almost over your head. You're going to have to ride your race and not pay attention to him. I think Johnson gets really flustered when he can't pass you. You just have to ride real aggressive and consistent."

Team Yamaha

Team Yamaha is also going to be armed with a three-man team: Micky Dymond, Doug Dubach and Shaun Kalos.

Team-leader Micky Dymond has to be one of the most exciting riders on the track today. He's stylish, fearless over the double and triple jumps and extremely fast. Fast enough to capture two 125cc outdoor National Championships for Honda in 1986 and '87.

Because of technicalities, though, Dymond was left without a ride after the 1987 season. Yamaha quickly scooped him up, but 1988 turned into a disappointing year for Dymond, a year he would just as soon forget. A wrist injury early in the year sent Dymond into a tailspin.

Dymond hopes he can turn things around for '89, beginning with the Anaheim Supercross where he finished second last year.

Doug Dubach made his name known in '88 as the holeshot artist. He had the uncanny knack of beating everyone to the first turn. Unfortunately, once in a while he got a little overly aggressive in the first turn and ended up plucking hay out of his spokes. But most of the time, Dubach found himself leading the pack and was usually rewarded with top finishes. His best ever was third place at the final supercross of the 1988 season in Los Angeles.

Riding Yamahas as a support rider for the past few years, Dubach finally landed a job as factory rider, which has given him a mental and physical boost for '89.

"I'm pretty happy with the whole program that Yamaha has put together for me, and I would really like to win a supercross before the season's over and I expect to be in the top few positions. My goals are to be in the top five in points at the end and I think my chances are pretty good."

Dubach feels it's going to take more than finesse to put the skids on Johnson's domination this year.

"For me or for anyone else, it's going to take - to be stronger-minded than him and that's going to be difficult to do, because he's a very strong-minded person."

Shaun Kalos is pure business when it gets down to racing. He's not known for flashy riding or colorful tactics on the track, but he is known for going fast. And at the young age of 17, Kalos is one of Yamaha's greatest hopefuls.

This will be Kalos' first serious attempt in supercross and he's convinced he'll be hanging it out with the best supercross racers in the world.

"If I'm ridin' good, physically and mentally, I think I'll be in the top three," says the soft spoken Kalos.

Kalos has his own philosophy about dethroning the champ, Johnson.

"Well, you know, I'm going to have to have a positive attitude about beating Johnson and I can't let him intimidate me. I've run with him before and I know how fast he is. Everybody has their own ways of what they should do and I'll just have to try everything I can do. So we'll just have to see how it comes out."

Non-factory

Besides the factory riders, there are some support riders and privateers out there to watch for. One such rider is Yamaha support rider Damon Bradshaw.

The 16-year-old rider from South Carolina shocked the supercross world when he flat out beat Johnson at the Osaka Supercross in Japan in November. However, Bradshaw, like teammate Mike LaRocco, will be concentrating on the Eastern Regional 125cc Supercross Series, but will go up against Johnson and ride the 250cc class in West Coast events, such as Anaheim.

Another rider to watch for is former supercross champ Mark Barnett. Although he hasn't raced professionally since 1986, the "Bomber" got the itch to go racing again and will be riding under the privateer Tuf Racing Team banner on a Suzuki.

Unfortunately, Barnett's comeback suffered a setback when he crashed while practicing on his farm in Alabama, January 4. He broke some ribs in the fall and will be sidelined for approximately six weeks. •

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Overall winner Jeff Frisz (34) and runner-up Fred Andrews (17) fight for the holeshot at the start of the second 500cc Pro class moto.

Mike LaRocco (19) leads Bob Hannah (64) and Jason Buttle in the 250cc Pro class. LaRocco took the overall win and also won the 125cc class.

Jay Mann (16) dominated the amateur ranks with wins in the 125 and 250cc A classes. Here he chases Mike Brown (411) in the 250cc class.

Florida Winter AMA Motocross Series: Round 2

LaRocco tames Hyman Myers MX

By Mike and Anne Adair

TALLAHASSEE, FL, JAN. 8-9

"I wasn't sure that I had strength enough for the final 250cc moto," explained Team Yamaha's Mike LaRocco after sweeping four 125 and 250cc Pro class motos in the second round of the 19th Annual Florida Winter AMA Motocross Series at Hyman Myers Park. LaRocco ran an awesome gauntlet of Suzukis in the final 250cc moto, including charges by Team Suzuki's Bob Hannah, TUF Racing's Keith Bowen and Mike Pascarella.

Hannah, who had dogged LaRocco relentlessly for the final third of the moto, said, "The kid is fast and strong."

WKA/Answer/Scott USA/Pro Look-sponsored Jeff Frisz upset Honda's Fred Andrews in a 500cc class thriller.

The AMA/WorldSports sanctioned, Monty Myers-promoted event featured over 600 riders, a 75-degree sunny day and intense duels in most classes. The new motocross facility at Hyman Myers Park in Florida's Panhandle represents a monumental effort as 286 18-yard loads of red clay were hauled in and dumped on the sandy site.

Myers said, "I've got a stock car background (NASCAR Champion Bobby Allison's Team) and talked to cycle experts before I started construction here. Monty Lusk designed the supercross portion of my track and David Brown lengthened the circuit to one and three-quarter miles using the four acre section in the back."

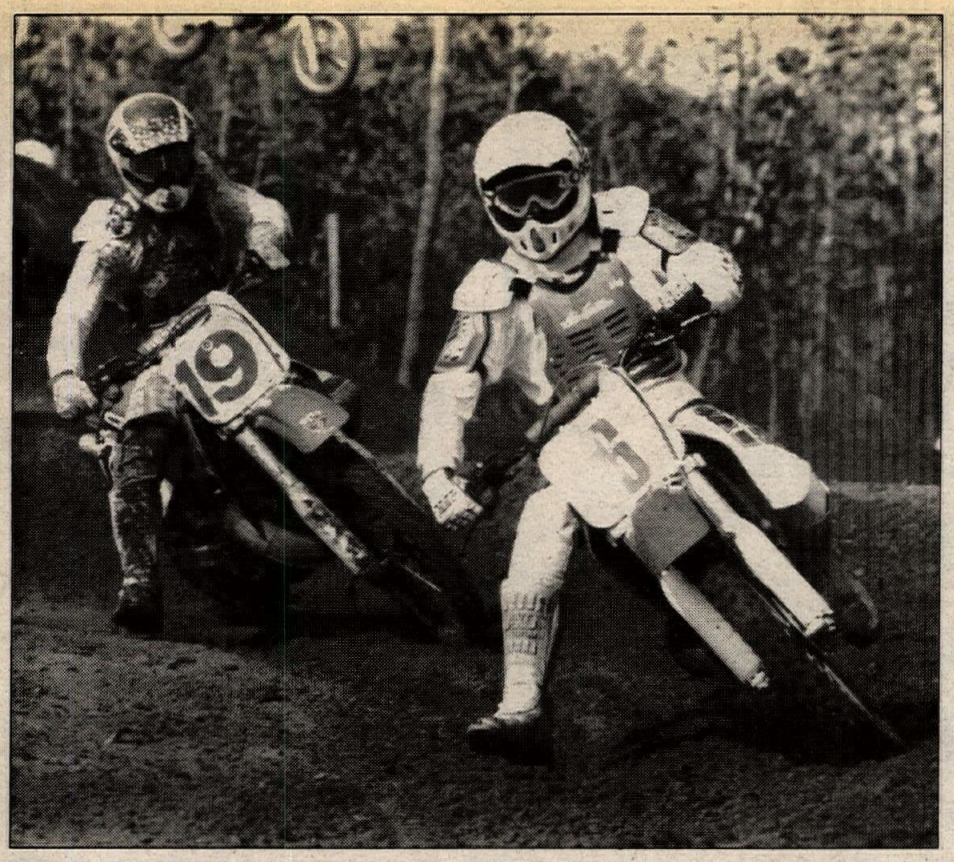
Myers said, "I wanted to do it right for these riders. They spend a lot of money to go racing and they deserve first class treatment. I appreciate the opportunity to show off my place to such a large field of competitors and spectators."

The opening 125cc pro moto featured a rabbit start by Suzuki-mounted Jeff Glass, with Brian McElroy, Jay Mann, Mike Himanek, and Wes Keenum in tow. McElroy's WKR-tweaked Cagiva picked up the pace on lap two and passed Glass to lead for a lap. Mann's VPE-tuned Kawasaki took a turn out front for two laps until LaRocco powered by on the inside of the start line sweeper for the win.

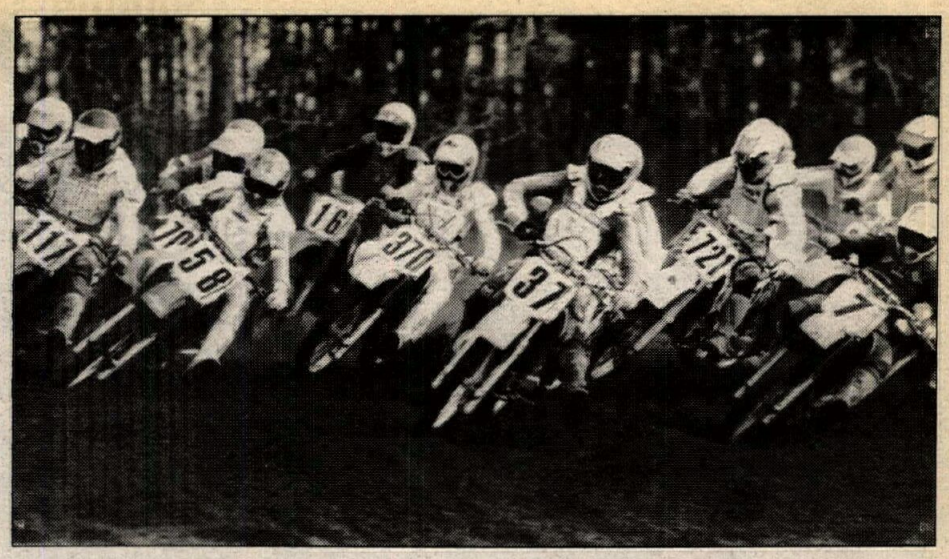
LaRocco said, "It's my mom's birthday. She asked for four moto wins. I hope her present comes true."

Glass, who faded to ninth said, "I had a good race with Mann until my arms pumped up. I think the forks are a little stiff."

Kitsch styled to the point of the second 125cc moto with LaRocco, Jason Langford, Glass, Barry Carsten andd Steve Childress in pursuit. Kitsch, who held second for the second overall, ahead of Childress and Mann, said, "I stayed with



Steve Decker (6) used the whole track trying to keep Dean Baker (19) behind him, but Baker eventually got by to take the 500cc B win.



Hank Moree (37) leads double B class winner Tim Hodes (58), Anthony Paggio (7), and J.J. Slagle at the start of a 125cc B class moto.

Pee Wee class winner Don Leedy (33) chases Jamie Castleman (0) while Mason Williams (9), who was second overall, follows in third.

LaRocco, until I screwed up in a turn. From then on it was his."

Mann explained, "I tried to test my new conditioning program by riding two Pro classes today. It was too much."

Californian Mike Pascarella beat up on the 250cc Pro class for seven laps in the first moto. The Suzuki-mounted rider blitzed the track ahead of Mann, Keith Bowen, Carl Vaillaincourt, Gene Naumec and Hannah while LaRocco played catch up. LaRocco formed up with Pascarella and Mann for some fun before making a final pass stick for the win.

LaRocco said, "Can you believe that I stalled the bike on the gate?"

Hannah rolled into fifth place and then, on a dramatic final lap, the "Hurricane" charged by Mann and Pascarella, taking third behind Bowen.

Hannah said smiling, "I finally got pissed off and passed those guys. Mike McAndrews, of Factory Suspension, is helping me in the series," Hannah continued. "He's the best suspension guy around."

In moto two Bowen whipped his Suzuki into a quick lead ahead of Pascarella, Mark Costa, John Dawd and Jason Buttle. LaRocco and Hannah were moving through traffic with a purpose. Pascarella picked off Bowen only to lose the lead on lap four, then LaRocca and Hannah bumped Pascarella and closed on Bowen. LaRocco took on Bowen first and the pair battled side by side with neither yielding. The issue was resolved as Bowen tried to dive inside, hit LaRocco's rear wheel and high-sided.

LaRocco said, "I squared the turn and Bowen tried to T-bone me. I knew he was coming and was braced for it."

Bowen responded, "I thought that I had him. Mike rode real good today."

The crowd was in a near frenzy as Hannah moved in behind LaRocco, soared beside him on a tabletop jump and challenged handlebar-to-handlebar. The dice ended on the high banked "wall" as Hannah backed off and settled for second.

Hannah said later, "LaRocco tried to run me off. I don't do this for a living anymore. I ride for fun. I don't need that. Maybe he was still mad at Bowen."

LaRocco said, "Bob pushed me hard for two laps. I had fun racing with him. I was trying to save some energy for the last lap."

Opening 500cc Pro class action featured New England's Jo Jo Keller on a Honda. Ben Theriot, Keith Johnson and Mark Micelli rode escort while Jeff Frisz and Fred Andrews knifed through the pack. Frisz gained momentum and topped Keller with an inside pass at the seven-minute mark.

Frisz elaborated, "I had the holeshot, hit a hump and spun around, falling to about fifth place."

Andrews responded, "Yeah, he also took me out with him and I ended up starting from last place. I wanted to catch him, but needed better lines."

Keller, who ended up eighth, said, "I brought a bug down here with me and can't shake it."

In moto two Frisz bumped Andrews from the point only to wipe out back to fifth behind Andrews, Keller, Micelli and Tommy Martin. Honda-backed Andrews looked to be a shoo-in until he ate it on the flag straight on lap five.

Andrews said, "I felt good, but the bike swapped ruts at high speed and I dumped it."

Keller's Billy Ladd-wrenched Honda led for four laps until Frisz made up the deficit and nailed the win.

Frisz said later, "This is the same Kawasaki that Woody Kyle Racing set up for the '88 Nationals. David Salley is wrenching for me this year."

Jay Mann and Tim Hodes earned double wins at Tallahassee. Mann topped the 125cc A and 250cc A classes for the second straight week and Hodes dominated 125cc B and 250cc B class competition. Hodes who is flying back to Texas each week to complete his senior year in high school said, "Hank Moree came back strong in the 125cc class and Todd Garner was up front in the 250cc motos."

In 125cc A competition Mike Brown, aboard the Team Green/Barr/Gear Kawasaki, knocked Gary Paul from the win in moto one. Mann finished second.

Mann explained, "I was too far back at the start and missed Mike by a wheel at the flag.

Mann rebounded for the second moto win to bump Brown for the day's overall.

Brown explained Mann's repeat in the 250cc A motos: "I got good starts, but Jay is solid in the turns and I'm too sloppy." David Beckington mixed it up well for third overall in both classes.

"I almost blew a great lead in the first moto by dumping it in the spectator corner," said 500cc A repeat winner Earl May. Through two races the VPE/Boyesen Engineering team of Mann and May have ruled the A classes.

Dean Baker, Rick Perry, Steve Decker and Keith Yarnell went at it in the 500cc B motos. Answer/Honda-supported Baker said, "Decker was running all the way to the outer edges of the track in the first moto. He was hard to pass."

Revenge was sweet in the mini division. Pee Wee class winner Don Leedy returned the favor by edging Mason Williams and Ricky Carmichel took over 65cc honors. Ezra Lusk bumped Timmy Ferry from the top of 85cc (12-13) action and Brian List displaced 85cc (14-15) leader Wally Silva.

The 125cc Youth class compeititon involved an upset by Missouri's Allen Ross over South Carolina's Hank Moree.

A new, lean Ernie Millan dealt with Al Gardner to win the Super Senior class. Millan said, "Former racer Greg Gordon's dad died in Georgia this weekend. He was a super guy and always helped young riders. I won this for him."

Guy Buckley, manager of the South African Honda Dealer Team consisting of Byron Segal, Ramsey Buckley and Carl Van Rensburg, said, "This track is magnificent. We had to break down our bikes and pack them in suitcases to get here, but it was worth it to race at a facility like this." ●

Results

125 PRO: 1. Mike LaRocco (Yam); 2. John Kitsch (Suz); 3. Bobby Jay Mann (Kaw); 4. Jason Langford (Yam); 5. Sean Dukes (Hon); 6. Steve Childress (Suz); 7. Brian Elroy (Cag); 8. Todd Neal (Kaw); 9. Chris Coleman (Kaw). 10. Jeff Beckington (Hon).

250 PRO: 1. Mike LaRocco (Yam); 2. Keith Bowen (Suz); 3. Bob Hannah (Suz); 4. Mike Pascarella (Suz); 5. Andy Stacy (Suz); 6. John Dawd (Suz); 7. Jason Buttle (Kaw); 8. Jim Kapitan (Suz); 9. John Shay (Suz); 10. Carl Vaillancourt (Hon).

500 PRO: 1. Jeff Frisz (Kaw); 2. Fred Andrews (Hon); 3. Jo Jo Keller (Hon); 4. Mark Micelli (Kaw); 5. Tommy Martin (Hon); 6. Earl May (Hon); 7. John Collins (Hon); 8. Jim Kapitan (Hon); 9. Dag Boyesen (Kaw); 10. Ben Theriot (Hon).

125 A: 1. Jay Mann (Kaw); 2. Mike Brown (Kaw); 3. David Beckington (Hon); 4. Wes Keenum (Yam); 5. Sean Dukes (Hon).

250 A: 1. Jay Mann (Kaw); 2. Mike Brown (Kaw); 3. David Beckington (Hon); 4. Gary Paul (Kaw); 5. Earl May (Hon).

500 A: 1. Earl May (Yam); 2. Bill Wallin (Hon); 3. Rick Lindell (Yam); 4. Jerry Seep (Hon); 5. Joe Rogers (Hon).

P/W: 1. Donald Leddy (Yam); 2. Mason Williams (Yam); 3. Josh Scott (Yam).

65: 1. Ricky Carmichael (Kaw); 2. Jarrett Tipping (Kaw); 3. Keith McQuaig (Hon).

85 (9-13): 1. Ezra Lusk (Kaw); 2. Kevin Windham (Kaw); 3. Ryan Reynolds (Hon).

85 (14-15): 1. Bryan List (Hon); 2. Zya Braun (Kaw); 3. Wally Silva (Yam).

125 YTH: 1. Allen Ross (Hon); 2. Hank Moree (Kaw); 3. Aaron Yates (Hon).

SR D-1: 1. Robby Neeley (kaw); 2. David Bowman (Hon); 3. Roger Keene (Hon).

SR D-2: 1. Mark Ashworth (Yam); 2. Frank DePalo (Yam); 3. Dave Wagner (Yam).

25+: 1. Rick Lindell (Yam); 2. Ross Johnson (Hon); 3. Robby Neeley (Kaw).

S/SR: 1. Ernie Millan (Hon); 2. Kenneth Brown (Yam); 3. Randy Tillery (Hon).

125 B: 1. Tim Hodes (Hon); 2. Hank Moree (Kaw); 3. A. Paggio (Kaw).

250 B: 1. Tim Hodes (Hon); 2. Ross Johnson (Hon); 3. Todd Gardner (Hon).

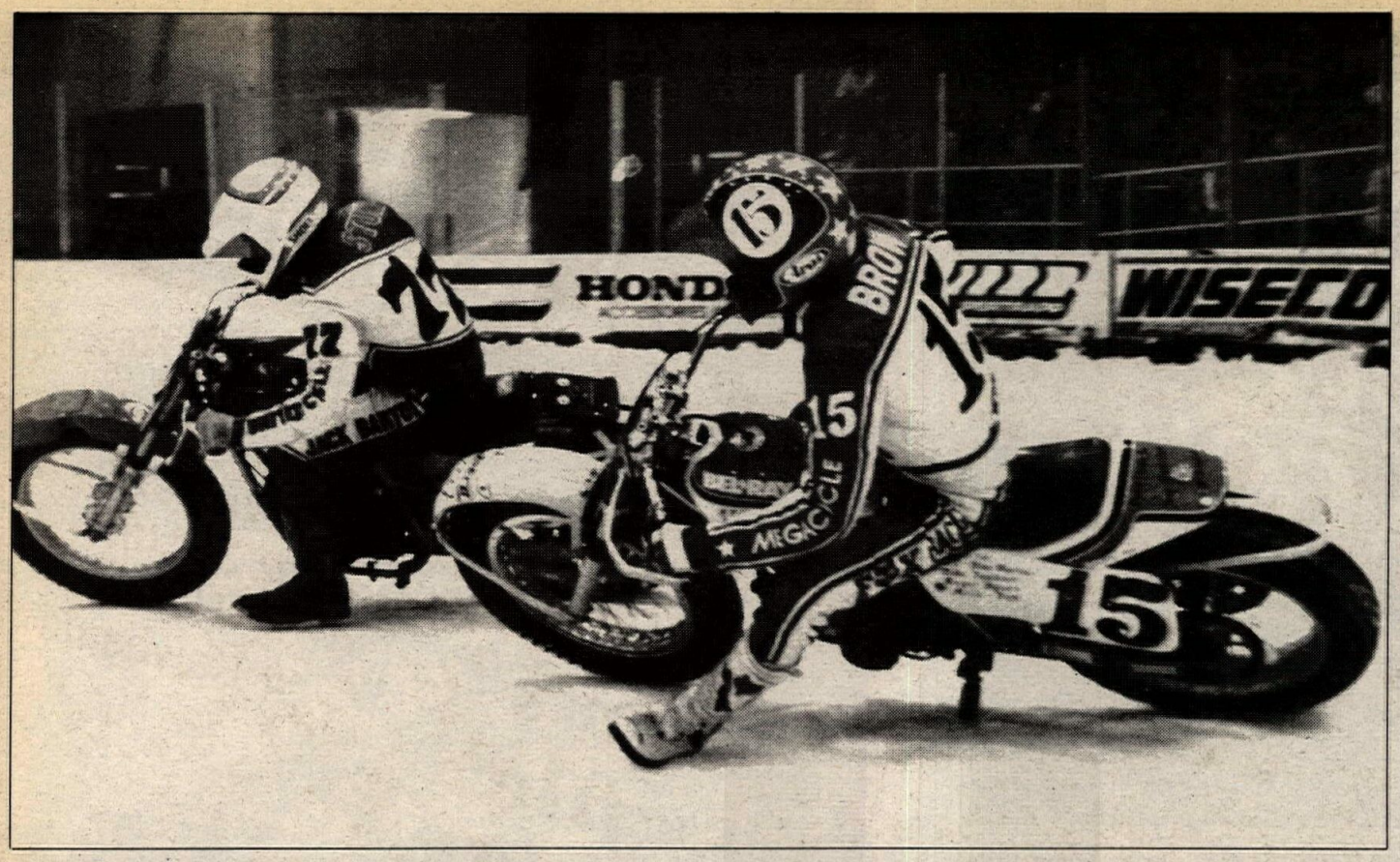
OPEN NOV: 1. Dean Baker (Hon); 2. Rick Perry (Yam); 3. Steve Decker (Hon).

125 D-1: 1. Brock Bullard (Hon); 2. Zac Freeman (Hon); 3. Vinny Cargiullo (Kaw).

125 D-2: 1. Bret Beauchamp (Kaw); 2. Aaron Yates (Hon); 3. Jody North (Hon).

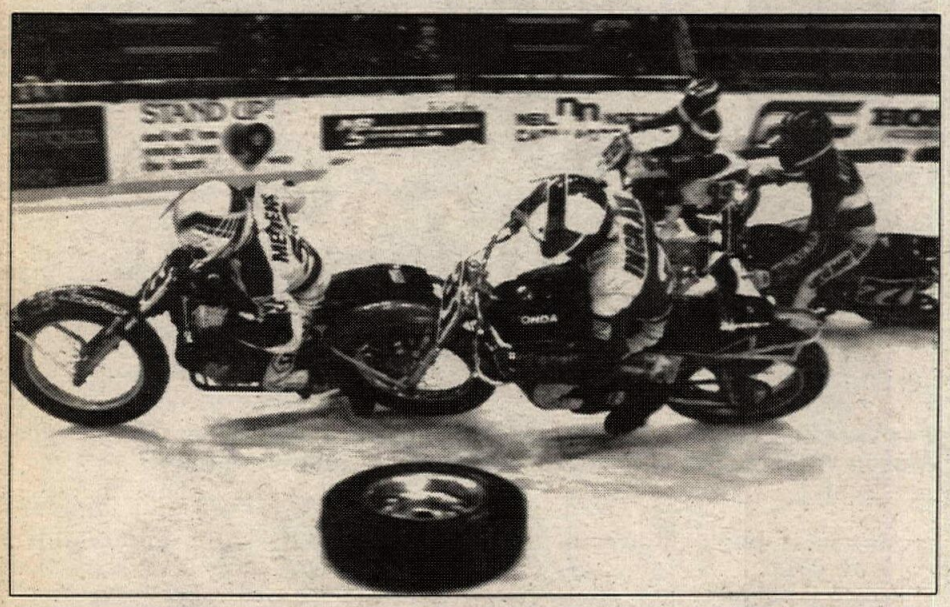
250 C D-1: 1. Chad Bolding; 2. Todd Doran (Kaw); 3. Scott Taylor (Hon).

250 C D-2: 1. Johnston McCullan (Yam); 2. William Sexton (Hon); 3. S. Richburg (Hon).



Garth Brow (15), seen here dicing with Scott Stump, was unbeatable at Danville.

Dan Ingram left Peoria with a four-point lead in the series, 66 to 62 over Garth Brow.



Point standings leader Dan Ingram (31) puts an inside move on Tim Mertens while Dan Kitts and Cory Jerew work the outside line at Peoria.

AMA Invitational Indoor Pro Ice Race Series: Round 5

Ingram ices Peoria

By Dave Hoenig
Photos by Flat Trak Fotos

PEORIA, IL, JAN. 8

Bitter cold winds faced race fans who ventured outside on their way to the Peoria Civic Center Sunday afternoon, but their frigid trips were worth it as they were treated to a hot program of ice racing. Dan Ingram entered the day's racing with the series points lead, and although he ended the day with two less points than Garth Brow and Chuck Springsteen, and one less point than Mark Wyskiel, he went on to win the main event aboard his Sam Ingram/Diamond Chain/Shoei Helmets/Byron Molloseau-sponsored Honda and left Peoria with a four-point lead going into the series final round at Erie, Pennsylvania. Ingram and his pursuers are shooting for the $1200 winner's share of the $3000 point fund posted by American Honda which will be divided among the top eight Honda riders in the series.

An added attraction was a special match race with the fans choosing four riders to contest the dice which would be dedicated to the late Ted Boody. The fans chose Ingram, Tim Mertens, Chuck Springsteen and Brad Lowe after all 17 riders filed through the stands with helmets in hand, collecting money for the Boody Memorial Trust Fund. The enthusiasm the riders displayed in collecting the money was matched by the fans generosity and nearly $1000 was raised, thanks to the generosity of the great Illinois race fans and promoter Staton Lorenz.

Ingram shot into the lead of the match race and was never headed. The trailing trio diced all the way with Mertens leading Springsteen and Lowe across the finish line.

Brow and Springsteen, with 14 points each from the point paying heats, headed the eight-man field for the main event. Wyskiel, via four wins and a third in the heats, started in the third spot with Ingram rounding out the front row.

Crowd favorite Mertens, series veteran Ed Morris, Scott Stump and Bryan Hardin rounded out the field, starting from the second row.

Brow and Springsteen both jumped the first flash of the green starting light and were sent to the penalty line. Ingram then used a quick start to pull a lead on Wyskiel, the only rider who appeared set to challenge. Behind the front running duo, Springsteen shot up to fifth place after being last one the first lap, but fifth was the best Springsteen could do. Brow was also trying to move up from the rear but he tangled with Hardin, putting both riders down. Brow was out but Hardin restarted one lap down.

As the race neared completion, Wyskiel closed on Ingram but fell exiting turn four and Ingram was home free. Wyskiel regrouped and finished second with Mertens taking third over Morris. •

Results

MAIN: 1. Dan Ingram (Hon); 2. Mark Wyskiel (Hon); 3. Tim Mertens (Hon); 4. Ed Morris (Hon); 5. Chuck Springsteen (Hon); 6. Scott Stump (Hon); 7. Bryan Hardin (Hon); 8. Garth Brow (Hon).

POINT STANDINGS: 1. Dan Ingram (66); 2. Garth Brow (62); 3. Mark Wyskiel (58); 4. Ed Morris (56); 5. Chuck Springsteen (53); 6. Tim Mertens (45); 7. Jack Mayer, Jr. (39); 8. Scott Stump (37); 9. Bryan Hardin (35); 10. David Rabinette (31).

AMA Invitational Indoor Pro Ice Race Series: Round 4

Brow perfect at Danville

By Dave Hoenig
Photos by Flat Trak Fotos

DANVILLE, IL, JAN. 7

Garth Brow was flawless on his way to a clean sweep of five point races and the main event at Danville Civic Center. The former Michigan resident who now calls Summerville, South Carolina, home, slid his Stokes Honda/Arai/Bel-Ray/Megacycle Cams/Super-Trapp/Wiseco/Paul Steverson/Blue Marlin-sponsored Honda to wins in every points paying heat he competed in and then won the main event from the penalty row after a bizarre set of events eliminated two riders, leaving a three-row, six-rider lineup.

Tim Mertens, the veteran flat tracker from Belleville, Illinois, had his best night ever on ice. Mertens lost only to Brow in round two, and earned 14 points in the heats to earn the number two starting position in the main. Filling out the front row were Ed Morris, who has competed in all 14 of the annual Staton Lorenz-promoted ice race series, and Camel Pro star Dan Ingram.

In his third year on the ice series trail, Scott Stump held down the pole on row two, having earned one point more than defending series champ Bryan Hardin. Hardin had a variety of problems with his bike during the night and finished the heats tied with Mark Wyskiel, who was the Rookie of the Year in last year's ice race series. The last starting spot in the eight-man field went to Jack Mayer, Jr., who edged Dave Rabinette in a tie-breaker.

The first attempt to start the main saw six of the eight finalists jump the start, bringing out the red flag. Stump and Mayer were the only riders who had not left the line before the green light flashed and they were moved to the second row, which was now the front row, while Hardin and Wyskiel started on the third row.

The next attempt at a start also saw the red flag come out as Mertens hit the ice in turn one. The rules state that if you cause the red flag to come out after being penalized once, you're out of the race. That was Mertens' fate.

The third attempt was successful and Stump took the lead at the start. Brow shot from row two up to challenge and had Stump in his sights, taking over the lead for good on lap seven of the 10-lap race. Stump held on to the runner-up spot, with Morris taking third, ahead of Mayer, Hardin and Wyskiel. •

Results

MAIN: 1. Garth Brow (Hon); 2. Scott Stump (Hon); 3. Eddie Morris (Hon);p 4. Jack Mayer, Jr. (Suz); 5. Bryan Hardin (Hon); 6. Mark Wyskiel (Hon); 7. Dan Ingram (Hon); 8. Tim Mertens (Hon).

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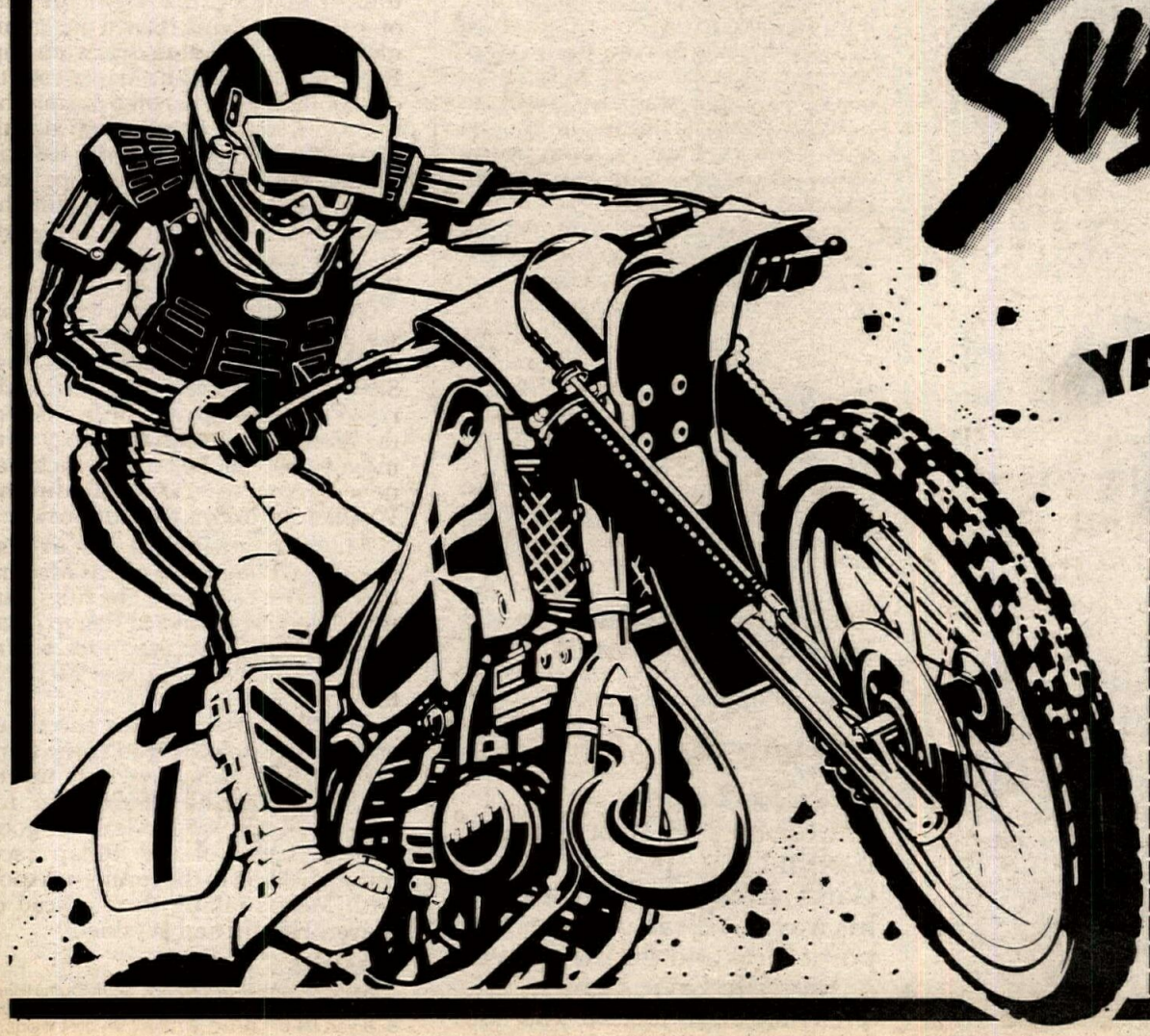

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Donny Schmit (9D) led Jeff Ward (55) and Tyson Vohland (11) at the start of the second 250cc Pro moto. Vohland topped Ward in the first moto but Ward came back in round two to claim the win and the overall.

Mike Kiedrowski (7) chases A.J. Whiting (70) and Donny Schmit (9D) in the first 125cc Pro class moto. Kiedrowski later won the overall.

CMC/Dodge Truck Golden State Nationals: Round 2

Kiedrowski, Ward sail at Sandhill

By Ken Faught

BRENTWOOD, CA, JAN. 15

Team Honda's Mike Kiedrowski and Kawasaki's Jeff Ward claimed overall wins in the 125 and 250cc Pro classes at Sandhill Ranch and each took home $500 for their efforts.

Both Kiedrowski and Ward did so after placing second in their first motos and then rebounding in round two with wins for the overalls.

For Ward it was his second Golden State Nationals win in as many weeks and the victory boosted his series point lead to 41 points over Paul Jones, who has 120 points

Kiedrowski also benefitted in the points chase after Sandhill. The American Honda/Pro Circuit/Hondaline/Arai/Pro Honda Oils & Chemicals/Scott/CTi Brace/Renthal/Dunlop-sponsored rider came into the day's competition second and left with the lead after Willie Surratt, the winner of round one, finished a distant seventh. Surratt dropped to third in the standings, 12 points behind Rodney Smith.

Kiedrowski and Ward weren't the only winners of the day. Joining them in the winner's circle were Buddy Antunez, Tyson Vohland and Eric McKenna for their respective performances in the 80cc Expert, 500cc Pro and Vet Pro classes. All three riders used perfect 1-1 scores en route to their victories and each lead their class in points with the exception of Vohland.

In the 80cc Expert class Antunez survived a knock-down, drag-out first moto with Joel Albrecht and Tommy Clowers and eventually came out on top with a 1-1 tally.

Vohland and McKenna also earned their wins the same way as did Antunez, but managed to get away without any bar-banging.

Vohland easily crossed the finish line in the 500cc Pro class first ahead of KTM's Mike Healey in round one, and had an easier time in moto two as Healey seized while running in second. Healey's misfortune allowed Vohland to walk away from the pack with another easy win.

McKenna also put in a pair of perfect rides, but wasn't able to relax and take it easy like Vohland. McKenna had to fend off Kenny Zahrt, who chased him from start to finish in both motos, before eventually taking a pair hard fought seconds.

More than 3000 spectators lined the three-and-a-half minute-long course to watch the expert and pro level riders compete for their share of the cash and contingencies offered by the Continental Motosport Club.

The track layout was similar to the Gran Prix tracks used in Europe and was spread out over a wide hilly area. The course featured many high-speed straights, flat turns, square-edge bumps and a giant hill which seemed to break up the pace.

At the start of the first 125cc Pro class moto Rodney Smith quickly shot out front followed by Kerry Mulligan, Donny Schmit, A.J. Whiting and Kiedrowski. On the first lap Mulligan dropped back to fifth with Kiedrowski advancing to third behind Smith and Schmit. Whiting was fourth.

Up front Smith quickly opened up a small lead as Schmit, Kiedrowski, Whiting and Mulligan staged a four-way battle for second. The battle slowly fizzled out as Kiedrowski worked his way around Schmit and into the runner-up slot. Once into second Kiedrowski set his sights on Smith but wasn't able to put a dent in Smith's lead, which had grown to eight seconds.

While much of the attention was being focused on Smith, Mike Craig put on a strong charge late in the moto and managed to move up to fifth from his 10th place start.

At the finish the Suzuki/Chesterfield/FMF/Race Tech/Bieffe-sponsored Smith collecting the win nearly 10 seconds ahead of Kiedrowski, Schmit, Whiting and Craig.

Round two saw Kiedrowski gate better and start off in second behind Schmit. Tallon Vohland, who finished seventh in the first moto, was third, closely followed by Smith, Todd DeHoop and Craig.

Schmit's lead was cut short as Kiedrowski motored by on the uphill, shoving Schmit to second. Schmit soon lost two more positions as both Vohland and Smith snuck around the Honda rider during the next two laps.

Shortly after finding his way around Schmit, Smith dropped Vohland to third after chasing him for nearly a lap and a half. Once in second Smith put on a tremendous charge, but never posed a threat to Kiedrowski who had built up a 12-second lead.

Back in the pack Craig, Schmit, DeHoop, Whiting and Surratt were battling for fourth. The five riders went at it for several laps before DeHoop ran into the back of Schmit's bike and went down.

At the end of the 10-lap race Kiedrowski collected the well earned win with Smith, Vohland, Craig and Whiting rounding out the top five. However, after the race Craig and Schmit were docked two positions for cutting the track. The decision by CMC officials moved Whiting to fourth and Surratt to fifth. Craig dropped to sixth over Schmit.

Ward's win in the 250cc Pro class was not as picture perfect as he would have liked it to be. At the start Ward chased Smith and Vohland around the first turn and then moved into second behind Vohland as Smith dropped to fourth behind Mike Fisher. Schmit was fifth.

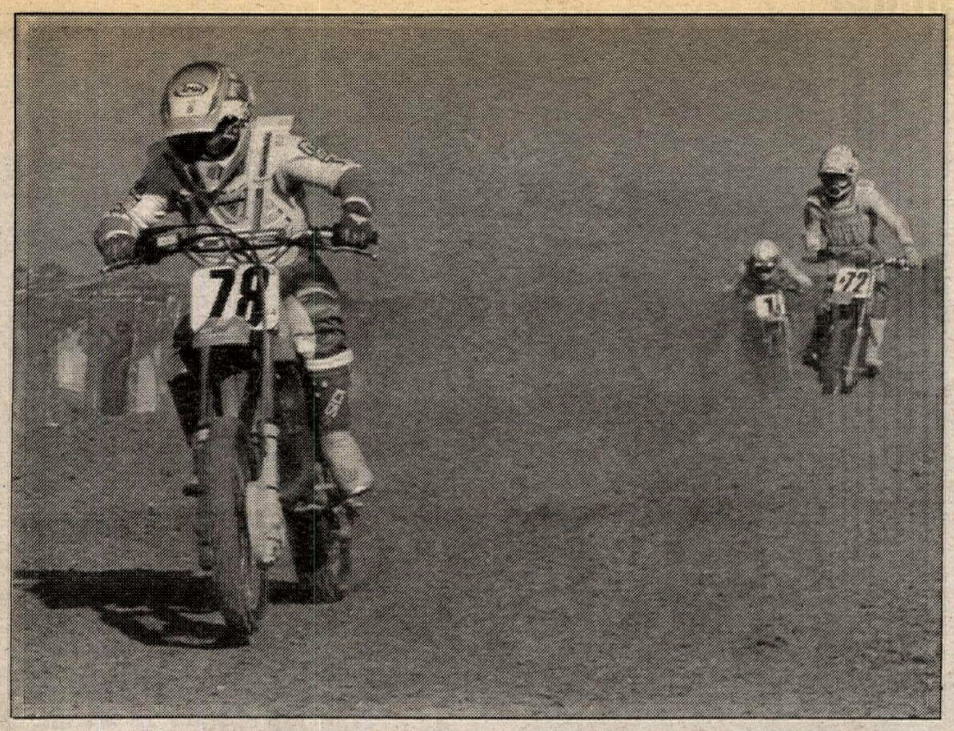
Up front Vohland immediately opened up a three-second lead and continued to pull away from Ward as Smith tried to make up for lost time. Paul Jones soon joined Schmit in sixth after he dropped Jeff Hicks to seventh. Jones then tried to catch Schmit, but the Honda rider was just too fast and always held on strong.

Nearing the halfway point Vohland had more than seven seconds separating him from Ward. The last few laps saw Vohland continue his pace before taking a solid win over Ward, Fisher, Smith and Schmit.

"Everything went great," said Vohland, "That's the first ride on that bike. I was only going to ride the 500cc Pro class today, but I wanted to get a ride on it (the 250) before the supercross season starts."

As for Ward, things didn't go quite so well. After the first moto his mechanic switched the pair of upside-down forks he used in moto one and put on the set of 46mm KYB's that Ward is used to.

"I just couldn't get going too well," said Ward, "My arms pumped up, my forks weren't working and the bike wasn't working. I just wasn't motivated after that. Tyson (Vohland) was riding fast - he knows this track, plus he rode the 500s - He's all warmed up. We're switching forks and we should be able to do better next time."



Tommy Clowers (78) led Joel Albrecht (72A) and overall winner Buddy Antunez (1B) early in the first 80cc Expert moto.

Round two saw Schmit come back to holeshot Vohland, Ward, Fisher and Steve Lamson. On the first lap Schmit and Vohland tangled, allowing Ward to shoot into second behind Schmit. Vohland dropped to third. Ward chased Schmit for a little over a lap before the Kawasaki/AXO/Sinisalo/Shoei/Bel-Ray/Dunlop/McPhearson Chevrolet/Troy Lee-sponsored Ward shoved Schmit to second.

Once into the lead Ward put a few bike lengths between himself and second-place Schmit before Vohland made his move and took over the runner-up position. After working his way into second, Vohland charged after Ward and managed to close the gap on lap three.

On lap four things changed once again as Ward came around with a three-second lead. It appeared that riding two classes was beginning to take its toll on Vohland as he continued to lose a second every lap to Ward. As Ward continually pulled away, Schmit started to catch Vohland. With only two laps remaining Schmit reeled in the Kawasaki/Yoko/Race Tech/Bieffe/FMF/Scott-sponosred rider and made a pass shortly before the finish.

At the checkers Ward scored the win with eight seconds to spare ahead of Schmit, Vohland, Fisher and Smith.

"The first moto I had to fight to hang on," said Ward. "This track is too fast and doesn't have enough technical stuff. After putting the different forks on, the bike worked a lot better."

"I was second behind Donny Schmit at the start," said Vohland, "and we started battling from the first lap. It was a real intense fight and we collided really hard and that gave Ward the drive and he shot right by me. Later he got into the lead and with the sun and the dust, he was riding really strong and he started to put time on us. I worked my way by Donny and made a run at Jeff, but after riding two classes I just hit my limit and just wanted to get second overall."

Vohland avenged his loss in the 250cc Pro class with a clean sweep of the 500cc Pro class.

In the first moto Jeff Hicks shot out to the early lead over Vohland, Greg Zitterkopf, Mike Healey and Scott Brown, but dropped to third after the first lap.

Up front Vohland pulled away as Healey passed Hicks and set after Zitterkopf. On lap two Healey caught the ATK rider and challenged for the runner-up position. As they came around on lap three, Healey had passed Zitterkopf and stretched out a few bike lengths lead.

Just before the halfway point Hicks looped his big-bore Honda, allowing Brown to move into fourth. The last few laps saw Brown put on an incredible charge and work his way past Zitterkopf and catch Healey. With only four laps remaining Brown and Healey waged one of the best battles of the day as announcers Larry Naston and John Bethea called the action. The two riders swapped positions four times before Healey gained the upper hand.

When the checkered flag fell Vohland captured the win seven seconds ahead of Healey with Hicks coming back to edge out Brown before the finish. Zitterkopf was fifth.

Vohland shot out of the gate in moto two and again pulled away as Healey, Hicks, Zitterkopf and Derek Brown followed. Scott Brown was ninth.

On the fourth lap disaster struck Healey as he handed second over to Zitterkopf when his KTM seized. The engine failure ended a two-lap battle with Zitterkopf and advanced Hicks to third.

Back in the pack Scott Brown was coming on strong and near the fourth lap was sixth. The Kawasaki rider continually picked up positions until the last lap where he finished fourth behind winner Vohland, runner-up Zitterkopf and Hicks. Derek Brown was fifth.

The 80cc Expert class provided some of the best action of the day. In the first moto Tommy Clowers led Buddy Antunez, Joel Albrecht, Jeff Grafton and Spud Walters around for the first few laps before Albrecht forced his way into the lead. As the two Kawasaki riders battled for first, Antunez slid out and lost a little time. However, Antunez quickly remounted without losing a position.

As Anutnez tried making up lost time Albrect found himself on his head after colliding with Clowers.

"I had the lead," said Albrecht, "and Tommy (Clowers) came around on the outside and we locked bars. I went down. I tried to get up but my handlebars were stuck in the ground."

Up front Antunez reeled in Clowers and began making his bid for the lead. Shortly before the finish Antunez found what he was looking for and motored past the Kawasaki rider. Clowers tried to repass Antunez in the final turn, but his attempt was no good. Antunez met the checkers first ahead of Clowers, Grafton, Albrecht and Walters.

Round two was not as spectacular as the first. Antunez, Albrect and Clowers again pulled an enormous lead over the pack before Antunez took the win and overall. Albrecht was second followed by Grafton, Walters and Damon Huffman.

For the second consecutive week Eric McKenna dominated the Vet Pro class and put in two perfect rides for the overall win. Yamaha-mounted Kenny Zahrt chased McKenna in both motos but wasn't able to match the Honda rider's speed. Dean Perry earned third overall with a 3-3 score ahead of Dave White's 4-4 and Bill Jamerson's pair of fifth's. ●

Jeff Hicks (37H) and Greg Zitterkopf (28) chase Mike Healey in the first Open Pro moto. Hicks took second after Healey siezed in moto two.

Eric McKenna (1E) swept both motos in the Vet Pro class ahead of Kenny Zahrt (1) and Dean Perry (4P). Dave White (39) was fourth in each round.

Results

125 PRO: 1. Mike Kiedrowski (Hon); 2. Rodney Smith (Suz); 3. A.J. Whiting (Hon); 4. Tallon Vohland (Kaw); 5. Donny Schmit (Hon); 6. Mike Craig (Yam); 7. Willie Surratt (Suz); 8. Todd DeHoop (Suz); 9. Jeff Emig (Kaw); 10. Dean Matson (Suz); 11. James Dobb (Hon); 12. Mike Young (Cag); 13. Chris Young (Suz); 14. Jeff Pestana (Suz); 15. Rick Simmet (Hon); 16. Stacy Cook (Yam); 17. Lance Smail (Suz); 18. Jeremy McGrath (Hon); 19. Grayson Goodman (Yam); 20. Greg Tirheimer (Suz).

250 PRO: 1. Jeff Ward (Kaw); 2. Tyson Vohland (Kaw); 3. Donny Schmit (Hon); 4. Mike Fisher (Kaw); 5. Rodney Smith (Suz); 6. Paul Jones (Yam); 7. Steve Lamson (Yam); 8. Jeff Hicks (Hon); 9. Gordon Ward (Suz); 10. Michele Fanton (Suz); 11. Jeremy McGrath (Hon); 12. Pete Murray (Suz); 13. Kip Sandell (Yam); 14. Jesse Hejman (Kaw); 15. Malcolm Watson (Kaw); 16. Shaun Wooten (Kaw). 17. Tony Graves (Suz); 18. Larry Jackson (Hon); 19. Adrian Bonilla (Yam); 20. Todd DeHoop (Suz).

500 PRO: 1. Tyson Vohland (Kaw); 2. Jeff Hicks (Hon); 3. Greg Zitterkopf (ATK); 4. Scott Brown (Kaw); 5. Derek Brown (Kaw); 6. Tim McClintock (Hon); 7. David Newell (Kaw); 8. Larry Dasheil (Hon); 9. Mike Brown (ATK); 10. Pete Murray (Hon); 11. Clayton Blood (Hon); 12. Jon Ortner (Hon); 13. Mike Healey (KTM); 14. Corey Schweitzer (Hon); 15. Dan Burg (Kaw); 16. Giovanhi Caviatonta (Hon); 17. Grant Michaelson (Hon); 18. Eric Sandstrom (Hon); 19. Steve Silvestri (Hon); 20. Greg Peirce (Kaw).

80 EX: 1. Buddy Antunez (Suz); 2. Joel Albrecht (Kaw); 3. Jeff Grafton (Suz); 4. Tommy Clowers (Kaw); 5. Spud Walters (Kaw); 6. Damon Huffman (Suz); 7. Danny Ulven (Kaw); 8. Craig Decker (Suz); 9. Steve Garnett (Suz); 10. Ryan Huffman (Yam).

VET PRO: 1. Eric McKenna (Hon); 2. Kenny Zahrt (Yam); 3. Dean Perry (Hon); 4. Dave White (Hon); 5. Bill Jamerson (Hon); 6. Rod Richardson (Kaw); 7. Filex Jorgeson (Kaw); 8. John Dauth (Hon); 9. Pete Hann (Hon); 10. Mike Newman (Hon).

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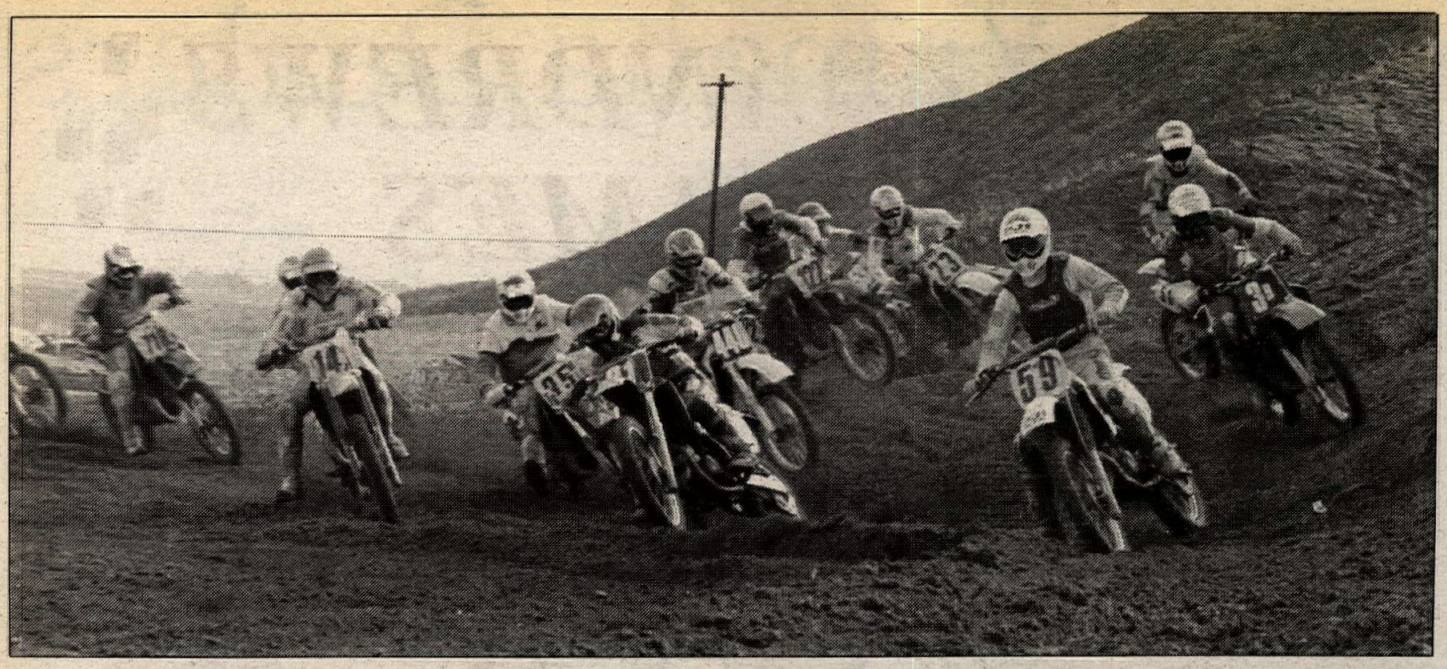


Tom Lamson (59L) leads Jimmy Chamberlain (91), Justin Harborth (14J) and overall winner Brett Hamilton (3B) at the start of division five of the 125cc Junior class.

Billy Felts (31B) was second behind Jon Kuebler in division two of the 125cc Junior class.

Shane Trittle (10T) got the holeshot in division three of the 125cc Intermediate class and never looked back.

Geyer stomps Glen Helen GSN opener

By Ken Faught

SAN BERNARDINO, CA, JAN. 7-8

Yamaha-mounted Kevin Geyer claimed the overall win in division four of the 250cc Junior class at the opening round of the 15th Annual Continental Motosport Club/Dodge Truck Golden State Nationals at Glen Helen OHV Park. On top of that, Geyer also placed second in division five of the 125cc Junior class behind Brett Hamilton.

More than 1300 riders competed in the cold, two-day event which even saw snow during some of the late motos on Saturday. Two tracks were run each day to insure that the riders would not have to run shortened second motos.

Geyer's division four 250cc Junior class win came after a tough battle with Robert Drew and Kirk Puerner. In moto one Drew chased Geyer all the way to the checkers where they finished ahead of Claus Holm, Jesse Alexander and Puerner.

Round two told a different tale as Drew was plagued by problems and could only muster a ninth-place finish. Geyer again took the win with Puerner holding on to a strong second. Eric Cassas, who finished 14th in moto one, came in third with Alexander and Robbie Baker completing the top five.

Geyer's flawless performace netted him the overall. Puerner's strong second moto finish boosted him to second and Alexander's consistent 4-4 earned him third. Baker managed to steal fourth as Holm dropped to fifth.

Geyer's only loss of the day came in round two of division five of the 125cc Junior class. Geyer led the way across the finish line in round one, but could only work up to second in moto two after a poor start. Hamilton scored the overall via his 2-1 tally with Geyer taking second. Jimmy Chamberlain's 4-3 pocketed him third overall ahead of Damon Kemp and Tony Barranti.

Chris Ridgway also fared well in two classes, winning division one of the 125cc Junior class and placing third in division one of the 250cc Junior class.

In the first moto of the 125cc class Ridgway suffered from a seventh place start, but quickly caught the leaders and ended up placing third behind Todd Maderis and Dennis Dahlin. J.J. Petchel was fourth with Tiger Garcia coming in fifth.

Moto two saw Ridgway gate better and trail Robert Naber in second. Shortly after the start Ridgway found his way into the lead with Naber dropping to the runner-up slot. As Ridgway began to open up his lead, Dahlin caught Mike Finch in third and challenged for his position. A few laps before the finish Dahlin made his move and took over third.

As the riders crossed the finish line, Ridgway nailed the easy win and the overall. Naber was second with Dahlin, Finch and Maderis close behind rounding out the top five.

Division one of the 250cc Junior class action saw Ridgway crash hard while in third behind Peter Jones and David Zahrt. Matt Hetherington took over Ridgway's position with Tim Riggs and Chad Doggett close behind. Ridgway was ninth.

Jones later managed to turn his lead into a win with Ridgway working his way up to fifth, bumping Doggett to sixth.

Zahrt rocketed out of the gate in round two to lead Jones, Matt Phipps, Marc Matson and Ridgway around the first turn. Zahrt slowly stretched out his lead as Ridgway sliced his way through the pack. On lap two Ridgway worked his way to third and was closing on Jones. At the halfway point Ridgway managed to reel in Jones and made a smooth pass for second. After sliding into the runner-up position Ridgway set his sights on Zahrt, but it was too late. Zahrt took the moto win with Ridgway finishing a distant second. Jones rounded out the top three with Phipps ending up fourth and Matson fifth.

In the 500cc Intermediate class Ron Gilbert used a 2-1 score to claim the overall win.

Kenny Maddux holeshot the first moto, but quickly lost the lead as he stalled in a set of whoops, leaving him fifth. As Maddux struggled to pick up his lost positions, Gilbert led Dave Fernandez, Mark Nelson and Philip Taboada around the track.

On lap two Maddux moved to third behind Gilbert and Fernandez, then soon advanced another position as he cut short Fernandez's stay in second.

While Maddux tried to track down Gilbert, John Manteufel had begun working his way up from a ninth. On lap three Manteufel jumped into fifth and continually picked up positions.

The last few laps saw Maddux put on a tremendous charge and pass Gilbert for the win. Gilbert took second ahead of John Manteufel, Nelson and Fernandez.

Moto two saw Maddux holeshot for the second time and again lose his lead. On lap three Maddux fell back to sixth surrendering his position to Gilbert. Dave Engstrom was in the number two slot over Nelson, Kevin Green and Joel Christensen.

On the final lap Nelson dropped to sixth with Maddux negotiating his way around Christensen for fourth. Gilbert held on to the lead for the easy win followed by Engstrom, Green and Maddux. Eric Shofstall managed to move into fifth just before the finish. ●

Results

P/W: 1. Jerry Aleman (Yam); 3. Perry Richmond (Yam); 4. Brian Hulsley (Yam); 5. Chris McNatt (Yam).

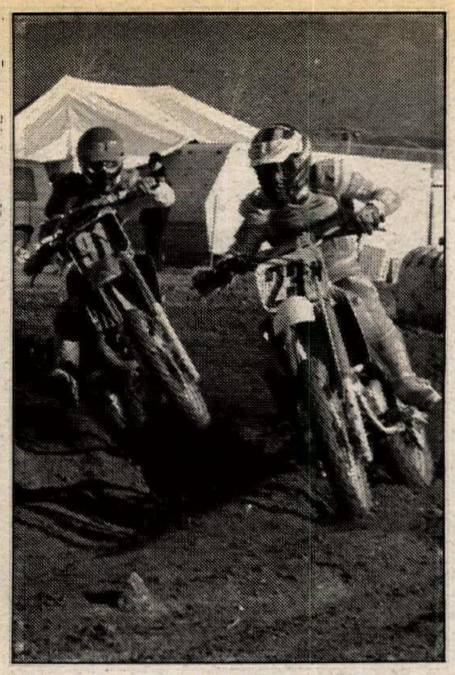
60 0-8: 1. Daniel Worman (Kaw); 2. Ceasar Gonzalez (Kaw); Jerry Aleman (Kaw); 4. Travis McDonald (Kaw); 5. Monte Monterone (Kaw).

60 9-11: 1. Jason Partridge (Kaw); 2. John Meng (Kaw); 3. Zachary Rund (Kaw); 4. Greg Yearsley (Kaw); 5. Jay Theys (Kaw).

80 BEG D-1: 1. Brad Schultz (Kaw); 2. John Leddy (Kaw); 3. Jeremy Brown (Suz); 4. Jerome Law (Yam); 5. Nick Scarmazo (Yam).

80 BEG D-2: 1. Phil Richmond (Kaw); 2. Jim Lavorici (Yam); 3. Scott Johnson (Suz); 4. Mike Hindson (Suz); 5. Dan Wienrank (Hon).

80 OPEN 9-11: 1. Jason Partridge (Kaw); 2. Zachary Rund (Yam); 3. Chris Wheeler (Suz); 4. John Meng (Kaw); 5. Nathan Woods (Kaw).



Kevin Geyer (23) won division four of the 250cc Junior class.

80 INT: 1. Joey DePatto (Hon); 2. Michael Brades (Kaw); 3. Danny Nelson (Kaw); 4. Jacob Swain (Kaw); 5. Mike Metzgels (Suz).

125 BEG D-1: 1. Sam Hawley (Suz); 2. Jim Carlson (Hon); 3. Richard Worley (Yam); 4. Jim Butler (Suz); 5. Brad Dawson (Yam).

125 BEG D-2: 1. Buddy Early (Kaw); 2. Mark Klauser (Kaw); 3. Mark Blakely (Hon); 4. Mark Desch (Yam); 5. Jeff Ingram (Hon).

125 BEG D-3: 1. Jamie Haskins (Hon); 2. Ken Wolack (Yam); 3. Shane Pestana (Suz); 4. Sean Hammond (Hon); 5. Casey Beets (Yam).

125 JR D-1: 1. Chris Ridgway (Yam); 2. Dennis Dahlin (Kaw); 3. Todd Maderis (Kaw); 4. J.J. Petchel (Yam); 5. Mike Finch (Hon).

125 JR D-2: 1. Jon Kuebler (Hon); 2. Billy Felts (Kaw); 3. Derek Meyer (Hon); 4. Travis Corey (Hon); 5. Ray McIntosh (Kaw).

125 JR D-3: Sean Pagel (Suz); 2. Eric Chavira (Kaw); 3. Brian Ross (Yam); 4. Trey McCarty (Yam); 5. Steve Matlock (Yam).

125 JR D-4: 1. Joshua Dunn (Yam); 2. Donny McGlaughlin (Hon); 3. Marc Bunch (Yam); 4. Eric DuCray (Hon); 5. Denny Sommer (Hon).

125 JR D-5: 1. Brett Hamilton (Kaw); 2. Kevin Geyer (Hon); 3. Jimmy Chamberlain (Hon); 4. Damon Kemp (Yam); 5. Tony Barranti (Hon).

125 INT: 1. Jimmy Button (Hon); 2. Trevor Meagher (Yam); 3. Eddie Reed (Kaw); 4. Steven Kotajarvi (Kaw); 5. Monty Spalding (Hon).

125 INT D-2: 1. Ray Crumb (Kaw); 2. Mike Chamberlain (Yam); 3. Derek Natvig (Kaw); 4. Dana Wiggins (Yam); 5. Bubba Erickson (Cag).

125 INT D-3: 1. Shane Trittler (Kaw); 2. Scott Takacs (Suz); 3. Terry Swanson (Yam); 4. Duane Benner (Yam); 5. Richard Saxton (Yam).

250 BEG D-1: 1. Eric Caro (Yam); 2. Kevin Mokuahi (Hon); 3. Nick Santana (Yam); 4. Gary Shoemaker (Yam); 5. Chuck Dempsey (Hon).

250 BEG D-2: 1. Jeff Neubauer (Yam); 2. Greg DeBinder (KTM); 3. Kevin Miraglio (Hon); 4. Mark Lange (Yam); 5. Davie Shoemaker (Yam).

250 BEG D-3: 1. Robert Pascarella (Suz); 2. Joe Malich (Hon); 3. Mark Fields (Yam); 4. Richard Worley (Yam); 5. Scott Williams (Yam).

250 JR D-1: 1. David Zahrt (Hon); 2. Peter Jones (Hon); 3. Chris Ridgway (Yam); 4. Matt Hetherington (Hon); 5. Marc Matson (Yam).

250 JR D-2: 1. Brett Hamilton (Kaw); 2. Ray McIntosh (Kaw); 3. Tony Sulek (Kaw); 4. Robert Werschey (Yam); 5. Jaime Knox (Yam).

250 JR D-3: 1. Todd Sweaney (Yam); 2. Joshua Dunn (Yam); 3. Chris Murphy (Kaw); 4. Alan Pierce (Kaw); 5. Scott Lee (Hon).

250 JR D-4: 1. Kevin Geyer (Yam); 2. Kirk Puerner (Hon); 3. Jesse Alexander (Kaw); 4. Robbie Baker (Kaw); 5. Claus Holm (Hon).

250 INT D-1: 1. Eddie Reed (Kaw); 2. Mike Chamberlain (Yam); 3. Ray Crumb (Kaw); 4. Ryan Carlisle (Kaw); 5. Billy Woods (Kaw).

250 INT D-2: 1. Treaver Meagher (Yam); 2. Mike Menning (Yam); 3. Steven Hunter (Hon); 4. Mike Thomas (Kaw); 5. Merle Hammer (Yam).

250 INT D-3: 1. Bubba Erickson (Cag); 2. Darren Gallagher (Kaw); 3. Butch Smith (Hon); 4. Steve Nelson (Kaw); 5. Darin Channel (Kaw).

500 BEG: 1. Dave Shoemaker (Yam); 2. Tony Alassi (Yam); 3. Peren Rozinko (Hon); 4. Jim Abshiry (Hon); 5. Pat O'Shaughnessy (Hon).

500 JR: 1. Scott Lee (Hon); 2. Danny Stymacher (Hon); 3. Robert Gustine (KTM); 4. Pete Loncarevich (Hon); 5. Kevin Weltner (Hon).

500 INT: 1. Ron Gilbert (Hon); 2. Kenny Maddux (Kaw); 3. Kevin Green (Hon); 4. Mark Nelson (Hon); 5. Dave Engstrom (Hon).

VET JR D-1: 1. Doug Johnson (Kaw); 2. Dave Graham (Hon); 3. Vincent Gonzalez (Yam); 4. Gary Doggett (Kaw); 5. Robert Fortier (Yam).

VET JR D-2: 1. John Layne (Yam); 2. Carrie Turrotle; 3. Kent Reed (Yam); 4. Dave Shoemaker (Yam); 5. Robert Fields (Hon).

VET INT: 1. Jay Irwin (Hon); 2. Larry Lacey (Yam); 3. Kenny Milsaps (Hon); 4. Chris Burgeson (Yam); 5. Tim Alarcon (Kaw).

VET MSTR: 1. Jon Miller (Yam); 2. Randy Denton (Yam); 3. Robert Casper (Suz); 4. Rod Nordstrom (Kaw); 5. Philip Toboada (Yam).

OT JR: 1. Jay Biery (Yam); 2. Fred Collins (Yam); 3. Russ Sears (Yam); 4. Charles Burnett (ATK); 5. Ken Fuelner (Hon).

OT INT: 1. Robert Fortier (Yam); 2. Steve Dunlop (Kaw); 3. Gary Doggett (Kaw); 4. Clive Cheffins (Kaw); 5. Leroy Smith (Kaw).

OT MSTR: 1. Bob Krah (Yam); 2. Jim O'Neal (Hon); 3. Richard Schilling (Yam).

WMN SPTMN: 1. Kim Morgan (Hon); 2. K.O. Halfhill (Kaw); 3. Teri O'Neil (Kaw); 5. Andrea Chamberlain (Kaw).

WMN PRO: 1. Mercedes Gonzalez (Kaw); 2. Tami Rice (Suz); 3. Carla Nelson (Suz); 4. Bonnie Warch (Suz); 5. Sheryl Federow (Yam).

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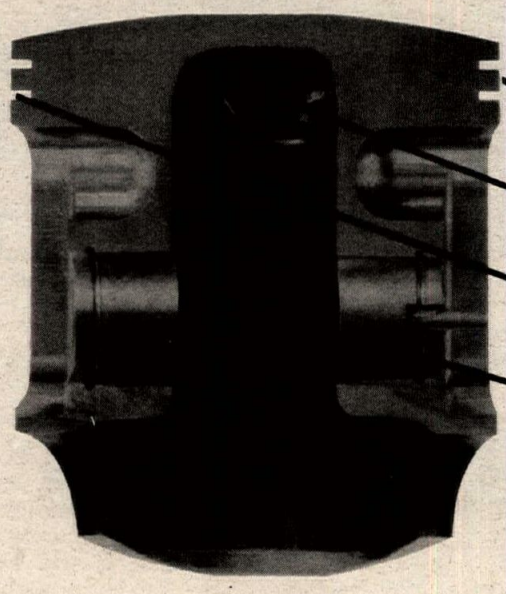

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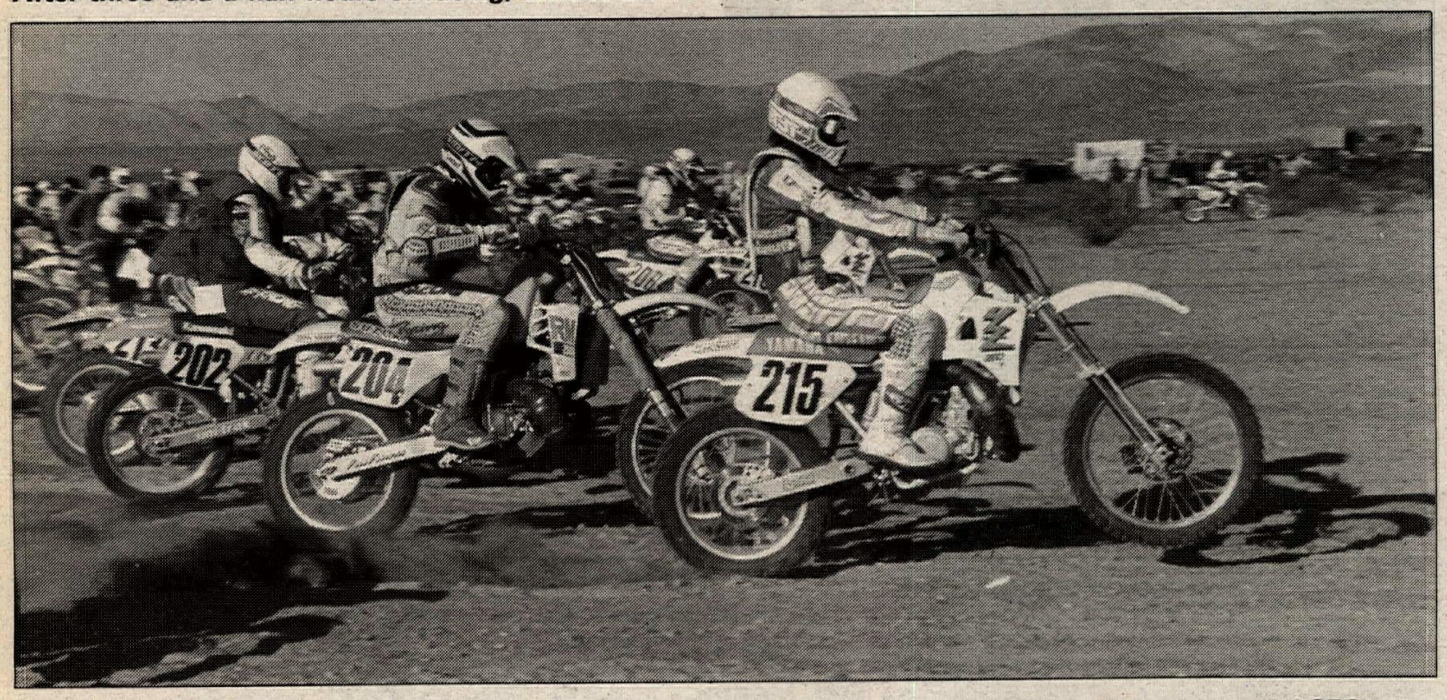
After three-and-a-half hours of racing, winner Dan Smith (1) crossed the finish line eight seconds ahead of Paul Krause at the Gold Strike H & H.



The start of the 250cc Pro wave heads out into the Nevada desert. Dan Ashcraft (215) finished third 250cc.

Casey Folks Best in the Desert Series: Round 1

Smith edges Krause at Gold Strike VI

By Anne and Tom Van Beveren
Photos by Tom Van Beveren

JEAN, NV, JAN. 7

KTM-mounted National Hare & Hound Champion Dan Smith turned on a late-in-the-race sprint to grab the overall honors at the Gold Strike World Championship Hare & Hound VI, crossing the finish line less than five seconds ahead of the Team Green's Paul Krause to capture the prestigious win for the fourth time.

"I went into this with a game plan," said the new KTM recruit. "It was my first race on the new bike so I wanted to ride easy at first to get used to it and then start racing later on. It feels great to win this event — this is four times out of six now, and it's even better because I just changed motorcycles. I was really happy to do it with a new company."

Frost on the ground and icy temperatures greeted the riders as they lined up near Jean, Nevada, for the start of the Gold Strike Hotel and Gambling Hall/Duralube Oil-sponsored, sixth-annual event. The banner dropped for the Open Pro class at 9:00 a.m. and the rest of the field followed class by class at three minute intervals.

Smith grabbed the holeshot as the first-wave riders left the line and led the charge up the bomb run, but Kawasaki's Paul Krause was hard on his heels.

"I was second with Dan and I passed him just past the bomb," Krause told *Cycle News*. "I led for a while but then I fell down when I hit a rock that was bigger than the front wheel."

KTM pilot Scott Morris and Todd Johnson were also high in the early running off the Open Pro start, and YZ250 pilot Dan Ashcraft got the jump on the 250cc Pros in the second starting wave.

"I had a really good start," said Ashcraft. "I was leading all the way to the bomb but then I backed off for some ditches and everybody passed me. They went through the ditches like crazy people."

Grant Palenske sailed past Ashcraft to take the lead on his new Yamaha and Team Green's Ted Hunnicutt powered through in second.

Mike Sixbery catapulted to the head of the Over 30 Pro class in the third starting wave and KTM's Todd Campbell led the 125cc racers out into the 38-mile first loop.

Some of the racers were in trouble the minute the starting banner fell.

"I missed the start completely," said 250cc KTM pilot Daryl Folks. "I forgot my fanny pack so I rode back to get it and everyone took off when I was back at my truck."

Out in front of the pack, the pace was fast and furious throughout the 38 miles of loop one. The lead swapped back and forth as Krause, Smith and Yamaha pilot Cliff Thomas battled in close competition, with Honda pilots Chuck Miller and Kelly Sorenson not far behind.

Only eight seconds separated the top four as they raced down pit row for the first time. It was Smith, Hunnicutt, Krause and Thomas leading the way. An all-out sprint in the early stages of the race had made up the three-minute starting deficit and catapulted the 250cc Pro competitor, Hunnicutt, up to the front of the Open class ranks, almost

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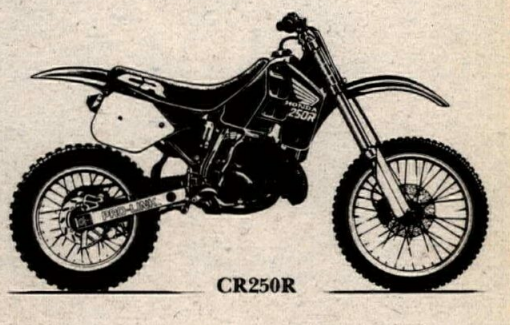
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Team Green's Paul Krause was slowed by sticking carburetor floats while leading the race. He took second in the Open class.

It was a cold day for racing, but Husqvarna-mounted Dale Knapp stayed warm and finished fifth overall to capture the 250cc class victory.

three minutes ahead of his nearest 250cc competition.

Miller raced down pit row in fourth overall with Sorenson still glued to his rear fender. Sorenson was followed in by Garth Sweetland, Carlos Serrano, Dale Knapp and an ailing Roeseler.

"The first loop was really fast and rocky and a rock went through all the plastic and through the radiator," said Roeseler. "I was third (in class) coming into the pit but we had to change the radiator and it took around 13 minutes to do that."

An all-out battle in the Over 30 ranks saw Scot Harden grab the lead just before pit row.

"Mike Sixbery and I had a great race for the whole first loop — we rode really hard," said Harden. "But coming down to the first gas, within a mile of the pit, (Sixbery) pulled off to the side. He seized his motor."

Sean Steele and Campbell were only three seconds apart as they hit pit row in the 125cc division, and Dick Burleson had a decent lead over the Over 38 Pro field.

More fast-paced terrain awaited the racers as they thundered out of the pits on Jean Dry Lake and headed into the 33-mile second loop.

Soon into the loop Roeseler picked up a flat tire.

Up front the battle still raged. Krause said, "Dan (Smith), Cliff (Thomas) and I were really close all through the second loop and I got the lead coming into gas two."

Krause was just three seconds ahead of Smith as he hit the Jean Dry Lake pit for the second time, with another three seconds back to Thomas. Hunnicutt was still out in front of the 250cc field in fourth overall with Miller, Knapp, Sorenson and Sweetland racing through in quick succession. Harden had a two minute lead over Team Green's Kenny Parry who was handlebar-to-handlebar with Mike Powers in the Over 30 division, and mechanical problems had sidelined 125cc Pro leader Steele, leaving Campbell in the number one spot with a two minute margin over second placed Bryan Folks.

The pace slowed as the racers hit the tighter terrain of the third loop and the smooth sailing of the first 70 miles was over.

Palenske dropped out of the running with a hole in his case, Serrano ran into trouble with a loose chain guide, and Parry's bid for the Over 30 win went out the window when a nail flattened his rear tire.

The race leaders had their share of problems too.

"I got the lead right after the second gas," said Smith. "Cliff (Thomas) was leading it and he went off a ledge, and right before that Paul Krause had pulled over. I think something was wrong with his bike."

"I was fiddling with my carb," said Krause. "I think the floats were sticking."

Sweetland's problems were a little more serious.

"I crashed on the third loop — really hard," said Sweetland.

Hunnicutt crashed his way out of contention near the halfway point in the 38-mile third loop.

"I crashed really hard coming in at the end of loop three," said Hunnicutt. "I hit a little rock I didn't see and did a fifth gear over-the-bars trip. I must've been doing about 70. I tore the seat off and the fenders and bent the bike all up. I banged my head pretty good too but I just got up and kept going."

Then Smith crashed but was still in the lead when he raced his battered KTM into pit three, but with Thomas just 47 seconds back and only 21 miles to go, the race was far from over. Krause and Miller were neck-in-neck for third, just one and a half minutes behind Smith, and Hunnicutt's crash had put Knapp through into the 250cc Pro lead in fifth overall. Sorenson was still going strong in sixth, just ahead of a visorless and rear fender-less Sweetland, and Ashcraft was hard on the gas in eighth.

The 125cc Pro battle was as close as ever as Campbell and Bryan Folks hit the pits just eight seconds apart.

"I kept riding harder and harder but I couldn't get close enough to pass Campbell," said Folks. "When we got to the flat lands in the last few miles I figured it was over but then he did a big crash."

"From what I can gather I hit a rock going down a sand wash," said Campbell. "The rear wheel hit it and it sent me for a rocket ride straight ahead. I got back on the bike and still finished second, but I was really dingy. I was never so happy to see a finish line in my life."

Smith was happy to see a finish too. Thomas and Krause were all over the KTM rider's tail in the final 21 miles of the race and the trio was less than 10 seconds apart as the checkered flag came into sight.

"That was pretty close," said Smith after crossing the finish line less than five seconds ahead of Krause. "We were really close the whole way and this isn't much to win by after three and a half hours out there."

"I'm just happy that everything was okay after I crashed," said the KTM America/Hi-Point/Scott/Metzeler/Arai/Autolite/Acerbis/F&L/Z Racing/Maxima/Tsubaki/Sunline/Exceed Sports Nutrition-backed racer. "The bike was a bit bent and I banged my head hard. It took half the last loop before I could see straight again, but I had a great race and I'm really happy with the bike and with the win."

"I just ran out of race course," said second-placed Krause. "I caught back up to Cliff (Thomas), but I just ran out of race course before I could catch up to Dan."

Thomas looked set to collect an easy third overall but he almost knocked himself out of the running with less than 50 yards to go. He misjudged a dip on the final sprint in to the finish and went over the handlebars in a spectacular cartwheel. Thomas recovered to finish with his third place still intact, but reportedly suffered a concussion in the fall.

A consistent ride by Miller brought him home in fourth overall.

Fifth overall and first in the 250cc Pro division was claimed by Knapp with Sorenson taking sixth overall. Texan Todd Harris was hard on his heels to claim second in the 250cc division.

Third in the 250cc Pro division went to Ashcraft who finished 11th overall, just in front of fellow YZ250 pilot Carlos Serrano.

Harden topped the Over 30 Pros class in 10th overall. Team Green's Parry finally settled his race-long battle with Powers to claim second in the Over 30 Pro class (13th overall), but Powers was still hard on his heels in 14th.

Bryan Folks took the 125cc Pro honors in 15th overall, with race-long rival Campbell limping into the finish 11 places later to claim second.

Las Vegas' Richard Wilk headed up the Sportsman division finishers on an Open class KTM with David Kerr and Glenn Taylor close behind, and local hotshot Terry Stuthman came out on top of the 250cc Sportsmen. •

Results

O/A: 1. Dan Smith (KTM); 2. Paul Krause (Kaw); 3. Cliff Thomas (Yam); 4. Chuck Miller (Hon); 5. Dale Knapp (Hus); 6. Kelly Sorenson (Hon); 7. Todd Harris (Hon); 8. Paul Ostbo (Hus); 9. Garth Sweetland (Hus); 10. Scot Harden (KTM); 11. Dan Ashcraft (Yam); 12. Carlos Serrano (Yam); 13. Kenny Parry (Kaw); 14. Mike Powers (KTM); 15. Bryan Folks (KTM); 16. Mike Tripes (Kaw); 17. Daryl Folks (Cag); 18. Dan Richardson (Hon); 19. Keith Cayton (Kaw); 20. Todd Johnson (KTM).

OPEN PRO: 1. Dan Smith (KTM); 2. Paul Krause (Kaw); 3. Cliff Thomas (Yam).

250 PRO: 1. Dale Knapp (Hus); 2. Todd Harris (Hon); 3. Dan Ashcraft (Yam).

125 PRO: 1. Bryan Folks (Cag); 2. Todd Campbell (KTM); 3. John Braasch (Yam).

OVER 30 PRO: 1. Scot Harden (KTM); 2. Kenny Parry (Kaw); 3. Mike Powers (KTM).

OVER 38 PRO: 1. Dick Burleson (KTM); 2. Richard McUne (Cag); 3. Bill Harris (Hon).

O/A: SPTSMN: 1. Richard Wilk (KTM); 2. Dave Karr (Yam); 3. Glenn Taylor (Hus); 4. Craig Sedlak (Hon); 5. Todd Colley (Yam); 6. Terry Stuthman (Yam); 7. Terry Stuthman (Yam); 8. Mark Ault (Yam); 9. Scott Hammond (Yam); 10. Paul Skeary (Kaw).

"I really enjoy DIRT RIDER."

—Stu Peters

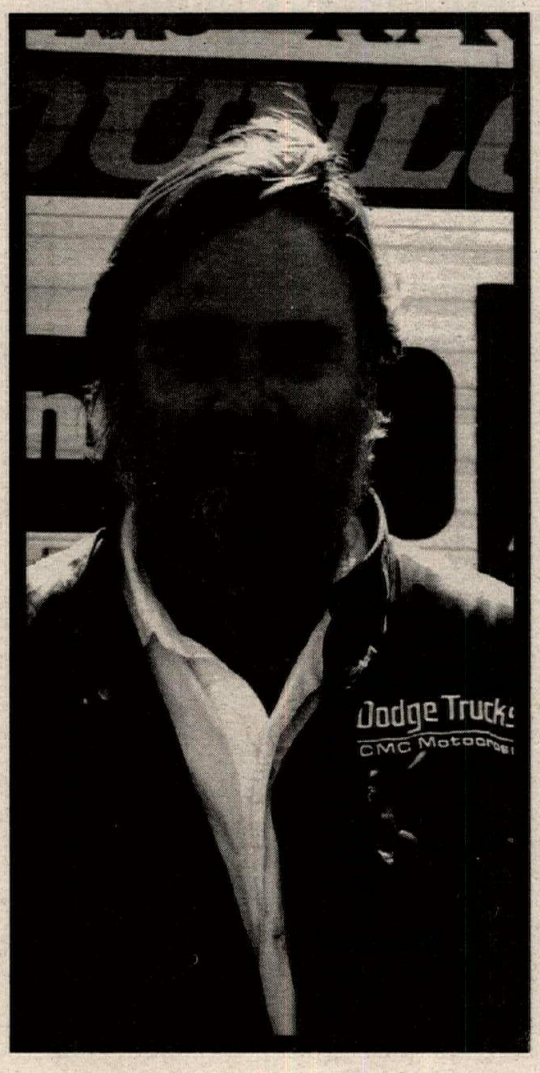
Name: Stu Peters

Occupation: Founder and president, Continental Motosport Club (CMC); senior partner, Promotions Unlimited

Company description: "In 21 years, CMC has grown from a small organization staging local races to the country's leading sanctioning body in the sport of professional and sportsman motocross. We conducted our first race at Carlsbad in 1967, and we now sanction, promote, produce and/or direct over 600 annual events in the western states, western Canada, Hawaii and Mexico that draw riders from all over the world. Promotions Unlimited is an advertising group that supports MX racing, as well as special projects and motorsports events for large corporations."

Riding history: "In 1952, at the age of 15, I started riding a street bike, a little German two-stroke, because of the lack of public transportation in the west end of the San Fernando Valley. My casual riding turned into dirt riding in '54, expanding to what were then the wide-open hills of the Santa Monica mountains."

Racing history: "My first race was in 1955. There were no factory rides or a national circuit then, but I had some distributor support rides and some class wins. I also did well enough to be accepted to the Catalina Grand Prix in '57 and '58, the last years it was run. In 1961, I was one of the first Americans to go to Europe to race motocross. I only planned to stay six months but found you could make a living at it over there and stayed five years. I never won an international event but placed well enough to be invited back again and again by the promoters."



Background of CMC: "After seeing the full-blown professional events in Europe—with lots of pomp and 60,000 to 70,000 spectators—I found racing in California to be a bit unorganized. I just wanted some well-organized events to ride in, so I decided to get involved in organizing them. I got so busy putting on races that I had to quit racing."

Current projects: "We're expanding the number of CMC events and tracks in the western U.S. and working on Alaska. Eventually we'd like to go as far east as the Continental Divide. We're also developing broadcast packages of CMC events with Diamond P Sports, ESPN and NBC. Motorcycle racing has to start getting more national TV exposure if it's going to reach the height of sports like tennis and golf that weren't really in the public eye 15 years ago."

Riding preference: "I like riding in the mountains and enjoy organized trail rides like the Ponderosa and Sierra Safari."

Bikes currently owned: Suzuki DR200; Kawasaki KDX200

Magazine: "I really enjoy DIRT RIDER. I like the way it's laid out, all the color they use and the broad spectrum of people who contribute to it. There are always great tips and how-tos that allow you to work on your bike without having a complete machine shop. I also like the conciseness of the articles. Like a lot of people in business, I don't have time to sit and read lengthy articles. To me, DIRT RIDER is a lot like *USA Today*, a paper I enjoy. I can get the overall picture of how to do this, what happened there, without reading all day."

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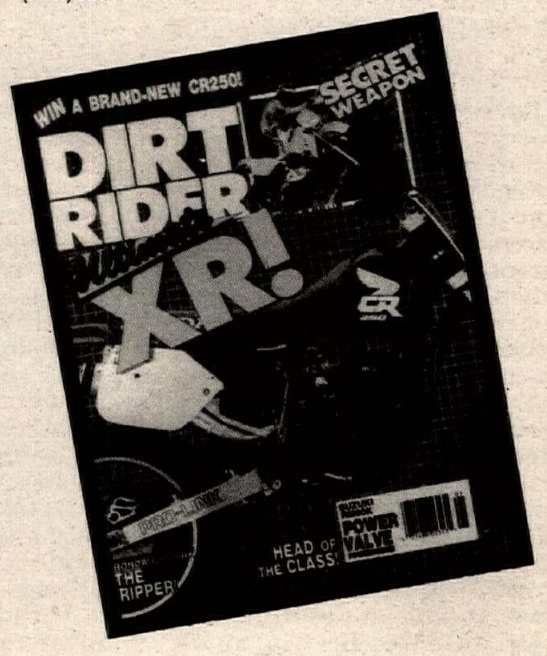

Proposed AMA/CCS Supersport "spec tire" rule stirs controversy

By Brian Catterson

A controversial "spec tire" rule, requiring all competitors to use the same brand and model of tire, has been proposed for the 1989-91 AMA Championship Cup Series.

The proposal, if approved, would see the Yokohama 003 Radial designated as the only tire eligible for use in 600cc and 750cc Supersport competition and would also see the company pay AMA/CCS some $720,000 over a three-year period for series sponsorship title rights, race purses and funds to be used in an effort to obtain television coverage of the series.

In a letter to Metzeler Motorcycle Tire Agent Gregg, Inc, the U.S. Metzeler tire distributor, dated August 10, 1988, and obtained by *Cycle News*, Patrick Murphy of PM Communications, the marketing arm for the AMA/CCS, described the situations leading up to the spec tire concept: "Earlier this season Roger Edmondson, founder of the Championship Cup Series (CCS) and the national championship Supersport Series, was approached by a tire manufacturer regarding an exclusive agreement in national championship Supersport racing.

"Because of the broad support that Mr. Edmondson has received from the motorcycle tire industry, his first reaction was to dismiss the idea. After giving it more thought, he began to wonder if the concept could be developed into a program that might make a significant contribution to the sport of motorcycle road racing, and in so doing, help all participants in the sport as a whole.

"To that end CCS has developed the following proposal for your consideration. This proposal is also being submitted to other motorcycle tire manufacturers in the interest of fairness."

Under the terms of the proposal, the selected tire company would have to make a "sizable commitment to the sport of motorcycle racing," signing a three-year (1989-91) contract worth $240,000 per annum: $190,000 in exchange for services and benefits, $10,000 in sponsorship fees, plus $40,000 in purses ($2000 per class at as many as 10 events).

The proposal dictates that the selected tire company would have to provide a sales and mounting service at each event, and make an adequate supply of approved tires (at least two complete sets, front and rear, per competitor) available at a cost no greater than the published wholesale (dealer) cost.

In return, riders would be required to display the tire manufacturer's logo on their machines.

Ed Youngblood, president of the AMA, confirmed that proposals were sent out in August of 1988, and while there was no immediate response, Yokohama later showed interest.

On Sunday, January 15, Murphy and Edmondson returned from two days of meetings with Yokohama and representatives of the Kayo Corporation (U.S. distributors of Yokohama tires) in Japan, with further negotiations scheduled for Tuesday, January 17, between Kayo and Yokohama.

"Yokohama was very impressed with the proposal," Murphy said on Monday, January 16. "We have a positive program (CCS), a serious company (Yokohama), and the AMA is currently undergoing a legal review (of the proposal). We're hoping to have a press conference within the next two weeks."

David Graham of Kayo, reached prior to leaving for Japan, said that Yokohama was prepared to ink a contract pending the signing of a television deal covering all 10 rounds of the series.

"The cornerstone of this program," the proposal reads, "will be the televised coverage of all events on the national championship schedule."

No mention is made of a specific cable network, nor would Murphy elaborate, saying only that "negotiations are going on on a couple of different fronts. The television rights are currently owned by the AMA and the event promoters. I've had discussions with a number of the event promoters and they have always been favorable."

One avenue that was previously open to CCS was the Prime Ticket cable network, on which Keith Code of the California Superbike School and Paul Winters of Wintertree Productions (who collaborated on the video adaptation of Code's successful road racing book "A Twist of the Wrist") have secured a 10-show schedule — nine one-hour shows plus a 90-minute series debut that would air in late March and again in May.

Code had called the tire manufacturers looking for sponsorship money, and had already received a commitment from Dunlop, who provide tires for his school's machines. He wanted to showcase the Supersport classes during his television series, but if the Yokohama deal goes through, he has informed CCS that he will pull out and cover the WERA Formula USA Series instead.

Youngblood doesn't see this as a problem: "We haven't made a deal with anyone . . . not with Keith Code. Pat (Murphy) is talking to a number of different people."

When asked if he was worried that they would not be able to secure TV coverage in time for Daytona, Youngblood admitted it wasn't going to be easy. "The thing I'm most uncomfortable with is the timing," he said.

If the spec tire deal does go through, there will be no venue for other tire manufacturers to showcase their DOT-approved rubber during an AMA-sanctioned National Championship weekend. And some of them are justifiably upset.

"While a spec tire race may have its place," said a Michelin spokesman who declined to be named, "It's not at an AMA National."

"We're opposed to it and everyone I've spoken to with the exception of Roger Edmondson and the AMA is opposed to it," said Tony Mills of Dunlop. "We didn't see how we could come up with the money. We'd have to take it out of somewhere else in the motorcycle division."

Mills also expressed an interest in protecting the Dunlop tire vendors: "It's not a very lucrative weekend for the tire vendors anyway, but to cut out 50% of their potential tire sales is unfair."

Of all the manufacturers, Metzeler was the least critical of the spec tire concept, with their only objection concerning trackside vendors. A statement prepared by Metzeler's Robert Gregg read: "With respect to DOT production tires, Metzeler feels these tires should be purchased from dealers and not be made available at the track at any price.

"With respect to potential 'spec tire' rules, Metzeler's position is that we will wholeheartedly support any program that increases investment in, or support of, racing activities. In particular, Metzeler is interested in programs that provide contingincies to the largest possible number of riders. Of those riders the more grass roots, club level and non-sponsored riders that win money, the better.

"If it encourages racing in other ways we wish the sponsors well and harbor no hard feelings."

Another major area of concern is conflicting sponsorship deals. While Graham said that there would be no Yokohama-sponsored riders in the Supersport races, those with Dunlop and Michelin deals may have to overcome some serious obstacles. Among these sponsored racers are Yoshimura-contracted riders who have signed a one-year Michelin deal.

"We recently aligned ourselves with Michelin," Yoshimura's Duane Johnson said. "So we (Yoshimura teamsters Doug Polen, Scott Russell and Tom Lynch) would be unable to compete in the Supersport Series if Yokohama was the designated tire. And as defending champion (Polen won the 600 and 750cc titles in 1988) in both classes, we feel it's a great loss."

Bill Altman of Michelin's racing division concurs: "That is correct. They (Michelin-contracted riders) would be forbidden to enter any spec tire class (requiring use of a competitor's tires)."

Another race program jeopardized by the spec tire deal is Yamaha's proposed four-man assault on the 600cc Supersport race at Daytona. Yamaha's Ken Clark explains: "All our riders (Team Nordica Roberts' John Kocinski and Thomas Stevens, plus Cam Roos and Jamie James) have Dunlop contracts."

"We couldn't support them in the same manner," said Dunlop's Tony Mills. "One of the options is telling our riders that they can't compete in Supersport."

Another issue that bears examination is safety, though Youngblood adamantly denies that there should be any concern. "I can't believe anyone would think that Yokohama's tires would be unsafe," he said. "They're built to DOT standards; built to government specifications. I'd be surprised to see anyone willing to put his name behind that statement."

We found a few.

Like Rob Muzzy of Muzzy R&D, the man behind both Kawasaki's and Yamaha's proposed road racing efforts: "I don't think that any one company can provide enough quality tires for all the competitors. My personal feeling is that it's going to be an unsafe condition. In my opinion Yokohama doesn't have a tire capable of handling the power that some of these bikes (the 750s) put out. (Doug) Polen just did 1:59s at Daytona on a Supersport bike!"

And Ken Clark of Yamaha, who said, "I asked him (a Yokohama representative) how much experience they had on the high banks of Daytona and he said, 'We'll be okay.' "

"It will be implemented at what is probably *the* most potentially dangerous track in the world," said Bill Altman of Michelin. "You don't mess around at Daytona, 'cause it'll bite you."

Several people we contacted said that the withdrawal of competitive tire companies' contingincies, plus the rumored threatened withdrawl of Suzuki and Yamaha contingency programs, leaves a void that is unlikely to be filled by the $2000 per class purse stated in the proposal, and that the cost of the tires, which many riders were receiving for free from their sponsors would have the riders racing for far less money.

"The only ones that will profit will be Yokohama," said Clark.

Graham refutes this statement, saying, "I scoff at those who have complained that we would be making a killing on tire sales. We don't expect to make as much in tire sales as we spend on promotion."

"Anything that takes a dime out of the riders' pockets, aside from legitimate insurance and sign-up fees, is unacceptable," argues Code. "The good thing that will happen is that it will rally the tire guys together — it's generated some cohesiveness."

Proof of this is offered by a number of industry representatives, who have stated that they would like to collaborate on a program that would obtain televison coverage of motorcycle road racing.

Like Michelin's Bill Altman, who said, "There's some positive gonna come out of it. You'll see. Maybe the aftermarket can put together a 'slush fund,' for a lack of better words, that would put us on TV."

"We (the motorcycle industry) aren't big enough for something like this (spec tire races)," says Dunlop's Tony Mills. "We *are* competitors but at times we have to pitch in and work together like Honda and Yamaha did in backing the Laguna Seca U.S.GP."

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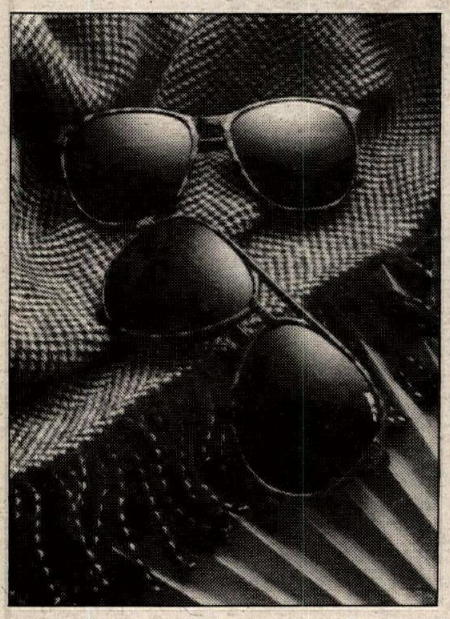

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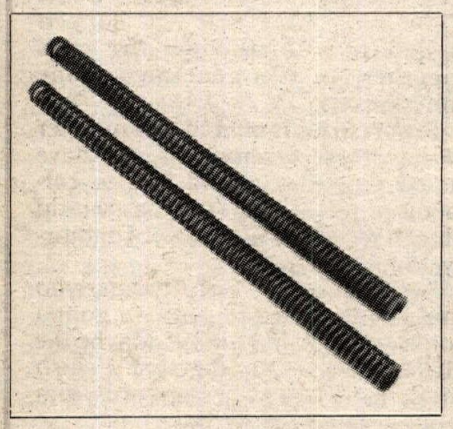

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World Champion Jean-Michel Bayle (111) duels with National Champion George Holland (3) at the Scottsdale Supercross.

Now racing as a privateer, Honda-mounted Donny Schmit had no problems winning the 125cc class. He won all three motos.

Larry Ward (971) and Holland banged handlebars throughout the night. Ward, at one time or another, led all three 250cc motos.

Bayle, Schmit reign at Scottsdale SX

By Michael Ross

SCOTTSDALE, AZ, JAN. 7

France's 125cc MX World Champion Jean-Michel Bayle and Minnesota's Donny Schmit were the big winners at the first-ever Scottsdale Supercross held at the 12 million dollar Horse World horse park in Scottsdale. Honda's Bayle captured the 250cc main, while privateer Honda-mounted Schmit did the honors in the 125cc division.

Bayle topped the first two 250cc races before laying back during the first few laps in the main, then pouring on the gas and crossing the finish line in first place over Honda's Jeff Stanton, Larry Ward, Robert Naughton and George Holland.

Schmit was the dominate figure throughout the night in the 125cc class. The former Suzuki support rider topped all three 125cc motos for a convincing win over Kawasaki rider Bryan Pryor, Brent Wineland, Dan Bonham and Deano Cowan.

Two-time AMA Supercross Champion Rick Johnson was scheduled to compete in the Scottsdale Supercross, but a knee injury over the holiday season forced Johnson to stay at home and take it easy.

Although the race attracted an estimated 2000 spectators, a much smaller than expected turnout of riders forced the Arizona Moto-X Racing Association (AMXA) to make changes in the night's racing format. The original plan was to run two qualifiers with the top riders transferring to the main event. Instead, all riders headed to the main despite their finishes in the "qualifiers." Only 12 riders showed up.

The first moto got underway at 4:00 p.m. with the first of three 12-lap 125cc motos. Brent Wineland grabbed the early lead in the first race but was quickly passed by Schmit. Pryor followed in third.

Wineland and Pryor managed to stay close to the lead for the next five laps before Schmit started pulling away. On lap six Pryor shot past Wineland for second. From then on the race pretty much went unchanged with Schmit crossing the line in first followed by Pryor, Wineland and Paul Vandespompele.

The second moto was again dominated by Schmit who led from start to finish. Pryor held control of second, while Vandespompele

looked to be headed for a third place finish. However, Vandespompele crashed and called it a night. This gave Wineland third making the final finishing order Schmit, Pryor, Wineland and Bonham.

In the final event, Schmit had no problems whatsoever taking the win. Schmit led from start to finish unchallenged. Pryor, once again, finished second with Wineland taking third after a sixth place start.

Immediately following the race, Schmit loaded up his van and headed to California for the Golden State Nationals the next day.

"I had fun here," said Schmit. "There was no pressure on me and there was no competition. It was like I was out there all by myself."

Pryor, who finished second, said, "I need to train more. I got pretty tired out there."

Just before the first 250cc moto was about to start a propane tank near the snack bar caught on fire and blazed away under the west bleachers. The spectators were quickly evacuated as fireman snuffed out the roaring propane tank.

After the fans returned to their seats, racing resumed.

Ward was the early leader in the first moto but soon dropped to fourth with Holland, Stanton and Bayle sneaking by. Naughton brought up the end of the lead group.

By the fourth lap, Ward charged past Bayle with Holland and Stanton pulling away. However, Bayle overtook Ward again then started reeling in Stanton. At the halfway point, Stanton slipped around Holland for the lead, then Bayle snuck into second. A lapped rider in Stanton's way shortly after was all that Bayle needed to take the lead. Bayle went on to win followed by Stanton and Holland, who was nursing a sore shoulder from a recent operation.

Ward, once again, charged into the lead in round two only to be passed by Stanton and Bayle. Holland, meanwhile, was running fifth before picking off Naughton then Ward. Naughton saw a hot line around Ward but bobbled shortly after giving his position back to Ward.

Up front and on the last lap, Bayle saw his opportunity and dove inside of Stanton for the lead and win. Holland took third over Ward and Naughton.

In the final race, Honda rider Ward captured his third holeshot of the night, inches ahead of Naughton. But Holland stuffed his way past Naughton by the second turn then leaped over Ward for the lead. But Ward quickly retaliated taking the number one spot back. Stanton then moved into third and eventually found his way into the lead by lap seven.

While positions were shuffling up front, Bayle sat back and watched, then took charge. He uncorked his Honda and slipped into second and started chasing Stanton.

On the final lap with Bayle pressuring, Stanton grabbed too much front brake and crashed. Bayle then inherited the lead and win. Second place went to Stanton followed by Ward, Naughton and Holland.

"The track was easy and the race was easy," said Bayle. "At the beginning I held back looking to see how other pilots ride, then I tried to attack."

Stanton said, "It was a good experience for me. I'm here to get ready for the Nationals and I learned some things today." •

Results

125: 1. Donnie Schmit (Hon); 2. Bryan Pryor (Kaw); 3. Brent Wineland (Hon); 4. Dan Bonham (Hon); 5. Deano Cowan (Hon).

250: 1. Jean-Michel Bayle (Hon); 2. Jeff Stanton (Hon); 3. Larry Ward (Hon); 4. Robert Naughton (Suz); 5. George Holland (Hon).

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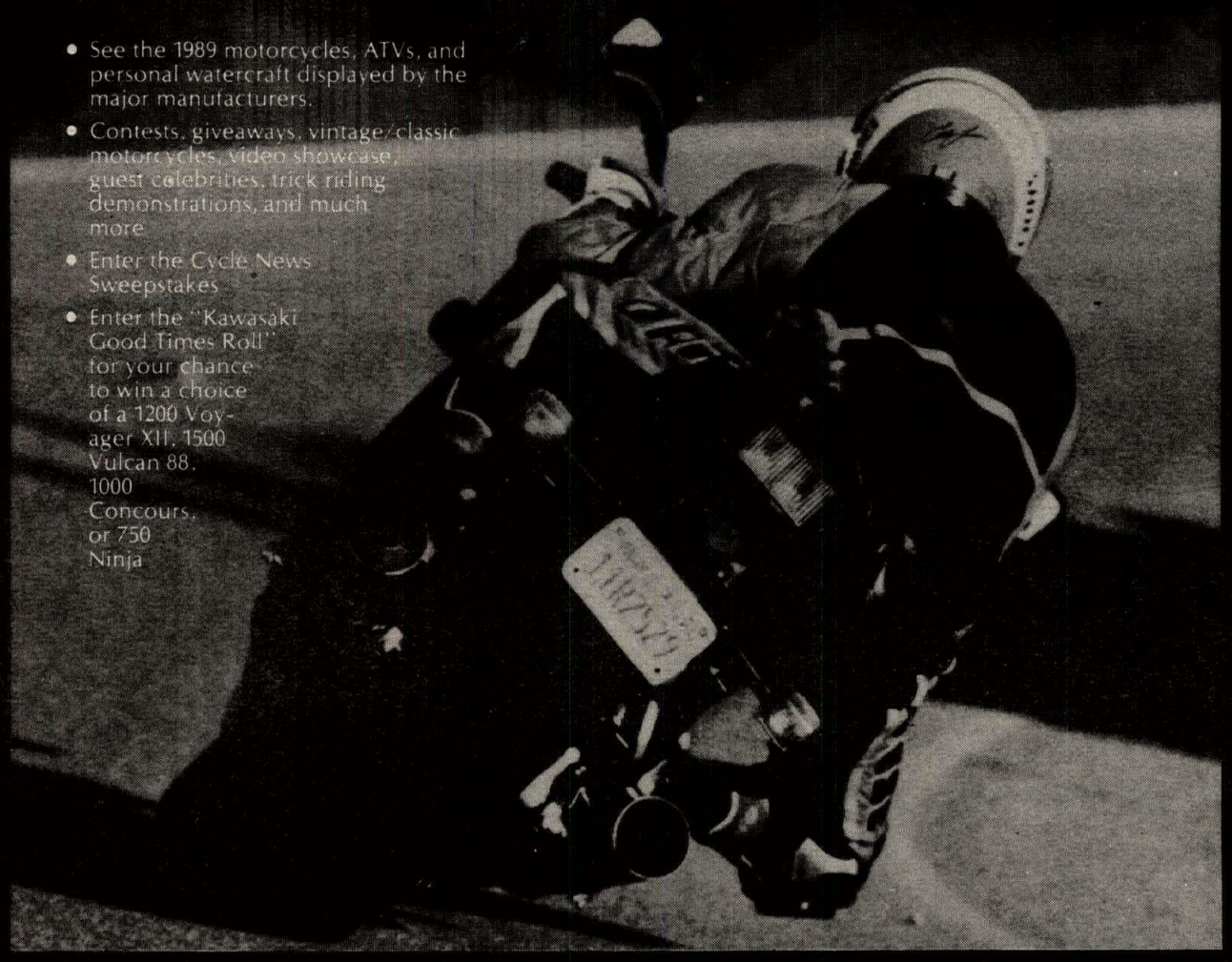

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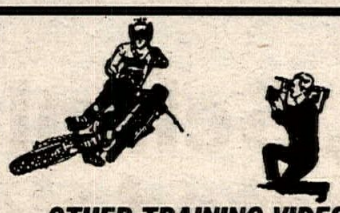

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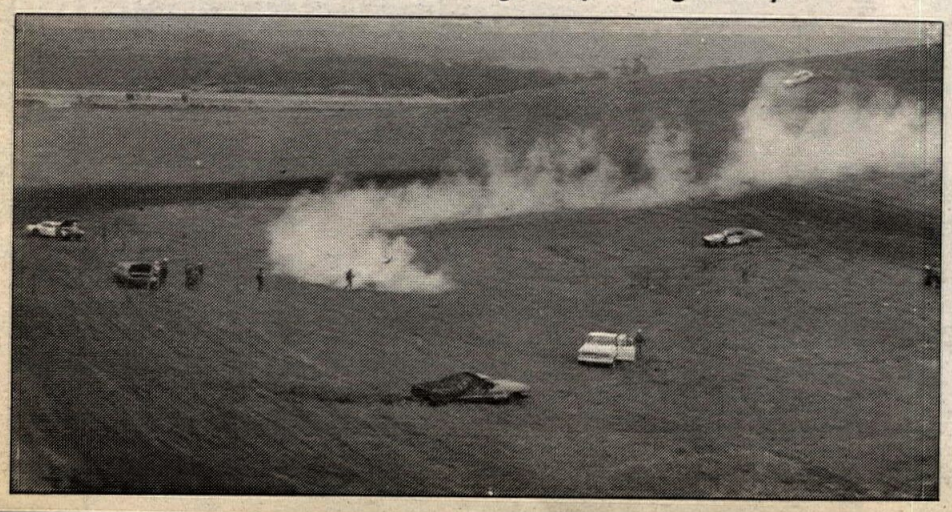
King Kenny Roberts carved out an oval track on his northern California ranch in what is obviously not your average backyard.

Texan Bubba Shobert, who now calls California home, mounted a set of longhorns on his Bubba Shobert Racing car.

World Champion Eddie Lawson's car gave up the fight early.



New Year's Eve at King Kenny's

Move over, Dale Earnhardt, here comes "Raw Butts"

By Bill Spencer

HICKMAN, CA, DEC. 31

If one is to run with the big dogs, one must be a slight bit different. And so it was to pass. Gassing it up with Kenny Roberts to help him celebrate his 37th birthday on New Year's Eve saw invitees attend a happening with a "stock car" motif.

On hand were the likes of World Champion Eddie Lawson and fellow Grand Prix road racer Wayne Rainey, four-time Camel Pro champ Bubba Shobert, multi-time MX champ Rick Johnson, 600 National champ Chris Carr, Team Nordica/Roberts' Thomas Stevens, former racer Skip Aksland, long-time friends and mechanics Bud Aksland and Sparky Edmonston, former Eddie Lawson mechanic Steve Johnson who is now with Kerker, and numerous other friends and accomplices, all on hand purportedly to run in or watch some sort of car race and, of course, party.

While it all promised to be fun, what happened exceeded expectations. Roberts had ruled that "his" stock car race on "his" property was limited to cars costing no more than $500 and that no car was allowed to run "mud tires." The first thing noted on the behemoth Ford that Roberts fielded was snow tires. So much for the King's rules.

Jim Frakes and Ron Delnairo, friends of Roberts from nearby Modesto, showed up with a prepped 1972 Buick with a 454 cubic inch engine, welded shut doors, opened-up wheel wells, etc. Almost like a "claimer" car. They had even removed the radiator fan and the car replied with a geyser of steam as a water line broke in the first practice session.

While the Frakes/Delnairo car was steaming, it was noticed that both Shobert and Johnson were missing from (in?) action. What quickly became known is that R.J. had flown up from southern California to Bubba's house that morning and they had gone to a used car lot where

they purchased a steed and set out on the drive to the Roberts ranch. It should be noted here that Rainey had tried to do the same thing a month earlier and while on the way to the ranch was sidelined when his steed launched a rod through the block, necessitating a late evening plea for assistance (the tow truck guy was given the dead junker for coming to Wayne's rescue).

Anyway, R.J.'s mount got about as far as Wayne's and blew up in a big way. Enter Camel Pro competitor-turned promoter Scott Pearson who just happened to have a rent-a-wreck, but it too died before it could limp onto the ranch and it appeared as though R.J. was without a ride.

But Roberts had anticipated such problems and had made a mass purchase of five cars for just such an occasion. The problem was that the assembled mechanics could barely get two of the cars running and even Mr. World Champion Lawson was relegated to the role of mechanic. It must be mentioned that Steady Eddie did get a Pontiac station wagon into the act that was a runner.

Bubba's rig, a Buick, came complete with Texas long horns, Bubba Shobert racing emblems, and a roof painted with a statement that said something about his recent dispute with the AMA.

The "short track" race was held below the large log cabin house that dominates the property's skyline. Among the 50 or so guests were Doug Franke with his MotoWorld video camera and Franke captured the start of the race that saw seven of the 10 cars on hand running and on the line.

What transpired was brief to say the least. Rainey's car grenaded in a smoke bomb on the first lap and Lawson's lunched itself soon afterwards. As the smoke cleared from around Lawson's car, Eddie leaned out the window and with a questioning look on his face said, "The red light's on." Lawson exited his once semi-proud race car and jumped in Sparky's car to act as co-pilot. Two French journalists were being treated to the frivolity by being scared half to death as passengers. Their "prize" was to be interviews afterwards.

R.J. was finally able to secure a ride after much shuffling and long face looks from the infield. He promptly took off one of the doors on Bubba's car and began a lesson in spinning cars that would have made Dale Earnhardt a smiling kind of guy.

The crowning glory moment came when Shobert launched his dead beat car downhill, directly at Lawson's dead beat, and the resulting collision was the final curtain in what had become a stock car demolition or destruction derby.

King Kenny Roberts was the winner, but only because he was the only one running at the end of the day. A hillclimb was also part of the hilarity and once again "Raw Butts" was the winner by being the first one over the hill, although most everyone eventually made it to the top.

It should be mentioned that Mr. Motocross, Rick Johnson, renewed the jumping contest he started last year in which Shobert broke his wrist. There were no takers after R.J.'s first jump was over Bubba's pickup and was estimated to be over 100 feet in length.

What happened after the stock car happening is classified material, but for a hint on what transpired note that Ray Abrams of A&A Racing parked the Camel Pro Series bus on the side of the road to the house and spent the weekend. •

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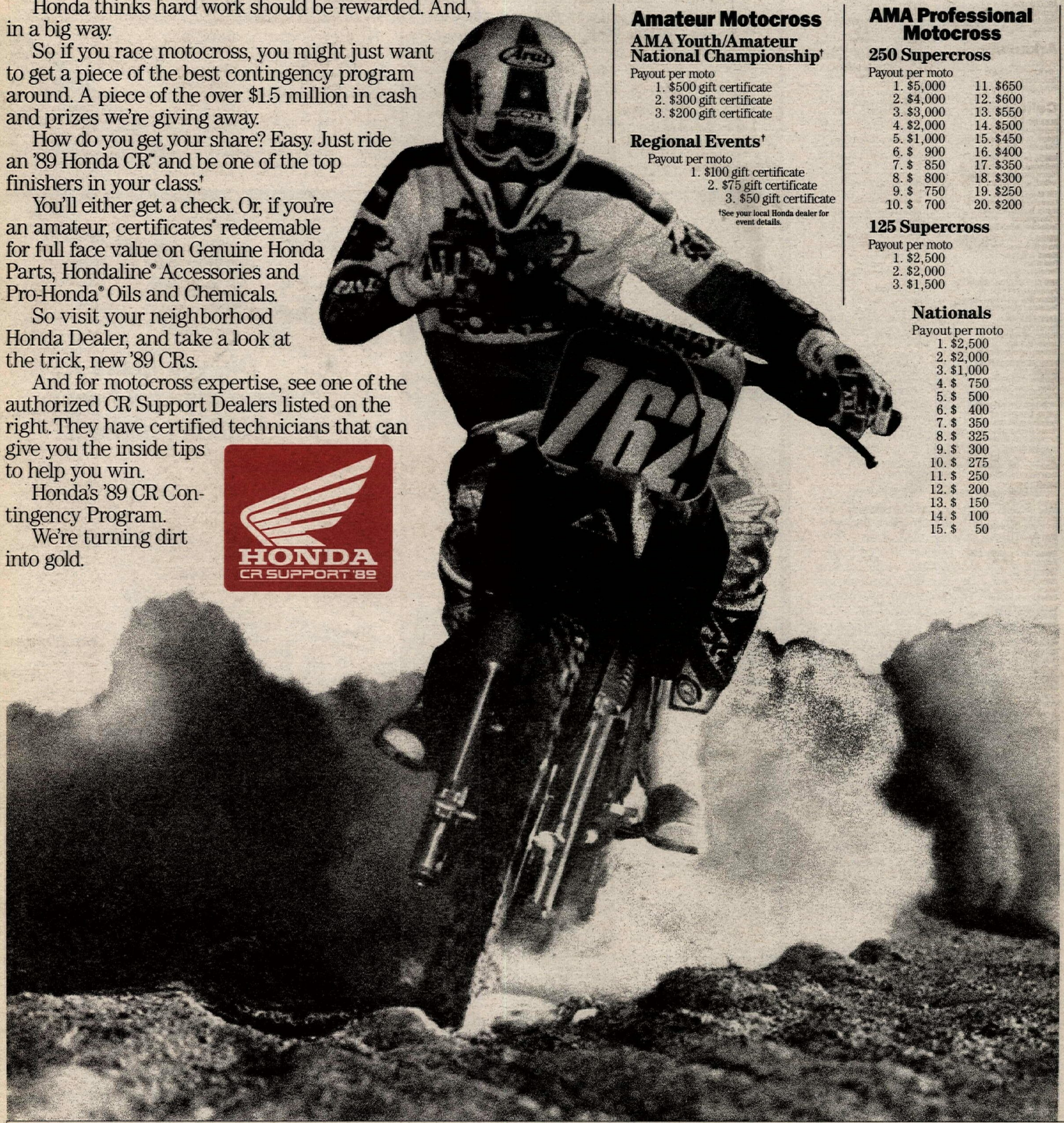

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Technician: Dan Jackson

TOUR & TRAIL MOTORCYCLES
Lincoln Park (313) 386-4150
Rider: Tom Brockie
Technician: Orlando Campgiorni

Indiana

LAKE CITY HONDA
Warsaw (219) 269-4199
Riders: Jeremy Garber, John Baker
Technician: Don Baker

DREYER HONDA
Indianapolis (317) 248-1403
Rider: Michael Warmoth
Technician: Tim Keown

HONDA OF BLOOMINGTON
Bloomington (812) 339-0199
Rider: Michael Smith
Technician: Rayce Guthrie

BOONVILLE HONDA
Boonville (812) 897-4020
Rider: Jason Baxter
Technician: Texal Seaton

PETE ABEL HONDA
Columbus (812) 376-0393
Rider: Bill Sullivan
Technician: Olin Reed

HONDA OF EVANSVILLE
Evansville (812) 476-9640
Rider: Bill Payne
Technician: Bryan Menner

GREENWOOD HONDA
Greenwood (317) 882-2866
Rider: Matt Harris
Technician: Mark Wertzberger

HAYDEN HONDA
Kendallville (219) 347-0060
Rider: Derek Gayheart
Technician: Greg Chapman

LA ROCCO'S CYCLE CENTER, INC.
La Porte (219) 362-3161
Rider: John Sier
Technician: Jim Saylor

HONDA/YAMAHA OF TERRE HAUTE
Terre Haute (812) 232-5376
Rider: David Blakely
Technician: Tim Hayes

B & E HONDA
Valparaiso (219) 462-3121
Rider: Jerry Birky
Technician: Jerry Birky

Iowa

CEDAR RAPIDS HONDA
Cedar Rapids (319) 396-2111
Rider: Bobby Halstead
Technician: Larry Ewing, Jr.

GARVIS HONDA TOWN
Des Moines (515) 243-6217
Rider: George Garvis
Technician: Jerry Brownfield

NISHNA VALLEY CYCLE
Atlantic (712) 243-6343
Rider: Mark Martin
Technician: Dennis Murphy

HONDA OF INDIANOLA
Indianola (515) 961-6288
Rider: Mark Bolten
Technician: John Bolten

Kansas

SNYDER'S HONDA OF MANHATTAN
Manhattan (913) 776-1888
Rider: Philip Lash
Technician: Brian Swenson

Kentucky

SPORTSTOWN USA
Radcliff (502) 351-4442
Rider: Jeff Steinrock
Technician: Charlie Clark

Louisiana

POWERCYCLE CENTER, INC.
Shreveport (318) 686-7830
Rider: Brian Colmer
Technician: Thomas Quinn

HONDA U.S.A.
Amite (504) 748-3407
Rider: Will McNabb
Technician: Danny Ladew

Maine

TRI-SPORTS, INC.
Topsham (207) 729-3328
Rider: James Allen
Technician: James Allen

SCHOTT MOTORCYCLE SUPPLY, INC.
Lewiston (207) 784-1308
Rider: Michael Treadwell
Technician: Jonathan Dillingham

Maryland

MARC'S HONDA/CAGIVA/DUCATI/HUSQVARNA
Baltimore (301) 789-7400
Rider: Daniel Voigt
Technician: Charles Lacher

ANNAPOLIS CYCLE & EQUIPMENT
Annapolis (301) 841-5487
Rider: Scott Adams
Technician: Charles Kroedel

PETE'S CYCLE CO., INC.
Baltimore (301) 254-9611
Rider: William Runkles
Technician: Paul Dumps

CYCLE WORLD HONDA
Baltimore (301) 574-6800
Rider: Robert Eddy
Technician: Bernie Fieden

DUTROWS SALES & SERVICE
Frederick (301) 473-8117
Rider: Michael Scott Cracker
Technician: Michael Dickensheets

HEYSER HONDA SALES
Laurel (301) 776-6932
Rider: Jedd Mercer
Technician: Eric Barno

CYCLES, U.S.A.
Silver Spring (301) 460-1600
Rider: Joseph Conlon, Jr.
Technician: Keith Fazenbaker

Massachusetts

BETTENCOURTS HONDA
West Bridgewater (617) 587-1701
Riders: Jo Jo Keller, Mike Buccheri
Technician: Gary Simcock

PARKWAY CYCLE
Everett (617) 389-6998
Rider: Frederick Cerundolo
Technician: Lawrence Colton

THE NEW HONDA OF BOSTON
Arlington (617) 734-8200
Rider: Michael Hurley
Technician: Darrell Faulkenberry

WORCESTER COUNTY HONDA
Auburn (617) 757-9521
Rider: Kerry Clark
Technician: Mark Pluta

CYCLES 128
Beverly (617) 927-3400
Rider: Eric Pearson
Technician: David Nugent

BERNARDI CYCLES
Natick (617) 655-8586
Rider: Bobby Busa
Technician: Steve Nogueira

DICK BETTENCOURTS HONDA
North Attleboro (617) 695-1453
Rider: Lee Pelletier
Technician: Peter Stagman

NORTH READING HONDA
North Reading (617) 664-5461
Rider: David Hanscom
Technician: Peter Chambers

VALLEY MOTORSPORTS, INC.
Northampton (413) 584-7303
Rider: James Mitchell
Technician: Jim McCullough

Michigan

ANDERSON SALES & SERVICE, INC.
Bloomfield Hill (313) 858-2300
Riders: Justin Jarrett, Mathew Maximoff
Technician: James Morency

FARMINGTON CYCLE WORLD, INC.
Farmington Hills (313) 478-8200
Riders: Craig Valle, Allen Horne
Technician: Joe Tartaglia

NICHOLSON HONDA
Ann Arbor (313) 769-9815
Rider: Aaron Becker
Technician: Nick Bieber

PEACOCK LTD. OF BALDWIN, INC.
Baldwin (616) 745-4608
Rider: Mark Petersen
Technician: Don Danford

TOWN & COUNTRY SPORTS CENTER, INC.
Cement City (517) 547-3333
Rider: Andy Michner
Technician: John Jay

COUGAR & HUNTER HONDA/YAM./KAW./SUZ.
Flushing (313) 659-8881
Rider: Joshua Brown
Technician: Albert Slickler

SHAWMUT HILLS SALES, INC.
Grand Rapids (616) 453-5467
Rider: Rick Vincent
Technician: Jack Church

HACKER'S HONDA/YAMAHA
Houghton Lake (517) 366-7015
Rider: Bob Mugan
Technician: James McCann

HONDA CITY
Inkster (313) 565-3366
Rider: Edward Duquette
Technician: Edward Duquette

BISHOP CYCLE CENTER, INC.
Lapeer (313) 664-5981
Rider: Dan Jannette
Technician: Gerald Kleinknecht

CENTRAL MOTOR SPORTS
Mt. Pleasant (517) 773-6025
Rider: Noel Peters
Technician: Gerald Vogel

PAW PAW HONDA & MARINE
Paw Paw (616) 6575235
Rider: David Gaylord
Technician: David Brewster

WORLD CLASS HONDA/YAMAHA/SUZUKI
Port Huron (313) 987-2777
Rider: Michael Himanek
Technician: Mark Allison

Minnesota

METROPOLITAN HONDA/YAMAHA
South St. Paul (612) 451-2521
Riders: Patrick Donaho, James Scott, Jr.
Technician: Steve Duea

BURNSVILLE MOTOR SPORTS
Burnsville (612) 890-4890
Rider: Pat Riley
Technician: Al Mattera

LARSON'S CYCLES
Cambridge (612) 689-2760
Rider: Lee Erickson
Technician: Daryl Pangerl

RAPID SPORT CENTER, INC.
Coon Rapids (612) 421-8701
Rider: Rocky Erickson
Technician: Mike Roen

TOUSLEY HONDA/YAMAHA DISCOUNT CENTER
White Bear Lake (612) 483-8296
Rider: Robert Engstrom
Technician: Jack Parenteau

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Rider: Chad Montero
Technician: Kevin Thornhill

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Rider: Brian Pearson
Technician: Larry Crosby

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Columbia (314) 443-6623
Rider: Chase Creening
Technician: Gary Lowe

JOPLIN HONDA
Joplin (417) 623-4661
Rider: Pete Saenz
Technician: Harry Robbins

FREEDOM KAWASAKI/HONDA/HUSQVARNA
Kansas City (816) 761-6621
Rider: Rick Bienias
Technician: Jim Stanfield

Nebraska

HASTINGS HONDA
Hastings (402) 463-4717
Rider: Kevin Maret
Technician: Craig Cihal

Nevada

BIG VALLEY HONDA
Gardnerville (702) 782-7903
Rider: Steve Hawkins
Technician: Richard Thorwaldson

HONDA OF LAS VEGAS
Las Vegas (702) 456-1600
Rider: Chris Trickle
Technician: Barry Hill

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FREEHOLD HONDA
Freehold (201) 462-4881
Riders: Joseph Martin, William Lasche, III
Technician: Chris Roth

THE MOTORCYCLE MALL
Belleville (201) 751-4545
Rider: Thomas Salandra
Technician: Charles Faulls

CHERRY HILL HONDA
Cherry Hill (609) 424-7050
Rider: David Tucker
Technician: Mike Whitener

MOTION ENTERPRISES
Hammonton (609) 561-8181
Rider: Ralph Delanzo III
Technician: Paul LoDuca

BERGEN HONDA
Lodi (201) 641-0100
Rider: David Masso
Technician: Rick Larsen

FREEDOM CYCLES, INC.
Long Branch (201) 222-2262
Rider: Jim Kapitan
Technician: James Kapitan

MT. HOLLY YAMAHA/HONDA
Mt. Holly (609) 267-2123
Rider: Joel Dengles
Technician: Ron Hellman

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North Haledon (201) 427-4800
Rider: Joseph Fritz
Technician: David Bond

TRI-COUNTY MOTORCYCLES & EQUIPMENT INC.
Riverdale (201) 839-1883
Rider: Daniel Mooney
Technician: Nick Lime

BAYSHORE HONDA
South Amboy (201) 727-8500
Rider: William Butler, Jr.
Technician: Greg Garhartz

SUMMIT HONDA
Summit (201) 273-7080
Rider: Phil Carlin
Technician: James Romano

BURGER'S MOTORCYCLE SALES & SERVICE
Three Bridges (201) 782-2020
Rider: Gregory Novak
Technician: Art Wilson

COOPER'S CYCLE RANCH, INC.
Trenton (609) 587-6354
Rider: Altuti Stout
Technician: Allan Proctor

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Rider: Don Storms
Technician: Edwin Orama

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Rider: Ken Brown
Technician: Robert Borbely

SCOTT'S KAWASAKI/SUZUKI/HONDA
Las Cruces (504) 524-9606
Rider: Bruce Williams
Technician: Dennis Lumby

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DUTCHESS RECREATIONAL VEHICLES INC.
Poughkeepsie (914) 454-2810
Riders: Kurt McMillen, Robert McCullough
Technician: Wayne Straley

ECP HONDA
Binghamton (607) 722-1100
Rider: Jarrett Newby
Technician: Kenneth Floto

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Freeport (516) 546-4552
Rider: James Habacker
Technician: Pedro Agtuca

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Rider: Daniel Swatling
Technician: Todd Newell

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Rider: Brian Years
Technician: Mark Wulf

THE HOUSE OF POWER, INC.
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Rider: Rich Fogel
Technician: Edward Peterson

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Rider: Eminel Neda
Technician: Mark Mercandante

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Rider: Jeffrey Burdo
Technician: Scott Walker

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Rider: Peter Phillips
Technician: Don Smith

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Rider: Steve McSwain, Jr.
Technician: Scott Beam

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Rider: Steve Genter
Technician: Kenny Smith

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Rider: Steve McSwain, Jr.
Technician: Dennis Heafner

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Statesville (704) 872-1658
Rider: Aaron Bollinger
Technician: Terry Beckham

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Winston Salem (919) 765-0330
Rider: Wes Cave
Technician: James Cannon

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Rider: Steve Gardiner
Technician: Ed Minnick

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Rider: Barney Barnett
Technician: Daniel Kyser

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Rider: Steve Wooledge
Technician: Dennis Lumby

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Cincinnati (513) 489-3463
Rider: Justin Phelps
Technician: Bill Ziegler

HONDA EAST
Columbus (614) 252-4977
Rider: Joe Evener
Technician: Daniel Hostler

CLASSIC CYCLES
Columbus (614) 471-3511
Rider: Coby Robb
Technician: Ray Smathers

H & H CYCLE & POWER EQUIPMENT
Eastlake (216) 951-1700
Rider: Vern Pacholke
Technician: Kevin Nitschke

ASK
Grove City (614) 871-3711
Rider: Richard Ackers
Technician: Richard Ackers

JOE CARSON HONDA/HARLEY DAVIDSON
Lancaster (614) 653-3625
Rider: Tim Morrow
Technician: Jack Mattlin

JERRY FERRELL HONDA/KAWASAKI
Medina (216) 723-3105
Rider: Joel Eckstine
Technician: Gary Clayo

MID-OHIO SUZUKI/HONDA
Mt. Vernon (614) 392-9721
Rider: Jeffrey Hillis
Technician: James Butts

HONDA EAST
Northwood (419) 691-9911
Rider: Douglas Iddings
Technician: Daniel Cunningham

HONDA OF RARDEN
Rarden (614) 372-3112
Rider: Todd Sizemore
Technician: George Syroney

AMERICAN SUZUKI/HONDA OF TROY
Troy (513) 335-7111
Rider: Blane Armbruster
Technician: Douglas King

Oklahoma

OKLAHOMA HONDA
Oklahoma City (405) 672-1423
Rider: Lance Norick
Technician: C. Ray Jones

HONDA OF TULSA
Tulsa (918) 744-5551
Rider: Kenny Howard
Technician: David Burleigh, Jr.

Oregon

HILLSBORO HONDA
Hillsboro (503) 648-4555
Riders: Dane Batty, Devin Roe
Technician: Alvin Geddes III

HONDA WORLD
Coos Bay (503) 888-5588
Rider: Jim Gilbert
Technician: Greg Weaver

GRESHAM'S MT. HOOD HONDA
Gresham (503) 667-5019
Rider: Scott Holas
Technician: Dale Gray

HONDA OF ROSEBURG
Roseburg (503) 672-4179
Rider: Monty Spalding
Technician: Ken Kulluson

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Irwin (412) 863-0237
Rider: Shane Lawson
Technician: Dave Hawkins

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Warrendale (412) 935-4612
Rider: Tom Carson
Technician: Robert Miller

EAST COAST CYCLE CENTER
Bensalem (215) 639-3100
Rider: Bryan Krysa
Technician: Brian Sallee

ZANOTTI MOTOR COMPANY, INC.
Butler (412) 283-2777
Rider: Jon Romett
Technician: Bob McChesney

DEVON HONDA
Devon (215) 687-3500
Rider: Norman Billhime
Technician: Jay Mullen

LEBANON VALLEY HONDA
Jonestown (717) 865-6633
Rider: Dawson Ransome
Technician: Paul Eckert

HONDA/BMW MOTO SPORTS
Mechanicsburg (717) 766-2523
Rider: Robert Hummer III
Technician: Ronald Snyder

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Montgomeryville (215) 699-7515
Rider: Mark Pillion
Technician: Nick Phillips

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Rider: Jack Steele
Technician: Ken Gebhardt

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West Chester (215) 436-6400
Rider: Jerry Seip
Technician: Gregory Kenley

CYCLE CENTER OF YORK
York (717) 792-4671
Rider: Ed Hoover
Technician: Darin Benson

Rhode Island

RAZEE MOTORCYCLE CENTER,INC.
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Rider: David Clemence
Technician: Benjamin Hall

South Carolina

STOKE'S HONDA CENTER
Charleston Heights (803) 554-4600
Rider: Paul Stroupe
Technician: David Stafford

GRADY MILLER'S HONDA/YAMAHA
Greenville (803) 244-6632
Rider: Jamie Hacking
Technician: Delmar D. Dennis

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HONDA OF KNOXVILLE
Knoxville (615) 689-2454
Technician: Robert Kennedy

MID-SOUTH HONDA
Clarksville (615) 552-2205
Rider: Kevin Shemwell
Technician: Jeff Pooler

SPORT CYCLE CENTER
Hixson (615) 877-4596
Rider: Adrian Dematteo
Technician: Charlie Payne

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Jackson (901) 668-4191
Rider: Jay Brasfield
Technician: Jeffrey Whitehead

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Rider: Jason Sides
Technician: Jack Kelly

AMERICA'S HOUSE OF HONDA/KAWASAKI
Nashville (615) 834-8990
Rider: Johnny Shields
Technician: Tad Working

SANDERS HONDA
Springfield (615) 254-3692
Rider: Chad Bolding
Technician: David McClendon

Texas

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Ft. Worth (817) 834-7185
Rider: Frankie Ladd
Technician: Johnny Buchanan

WILD WEST HONDA
Katy (713) 392-8850
Rider: Mark Maness
Technician: Mark Maness

ARLINGTON HONDA
Arlington (817) 461-5933
Rider: Russ Reed
Technician: Evan Kilmer

WOOD'S HONDA/KAWASAKI FUN CENTER
Austin (512) 459-3311
Rider: Jason Krempin
Technician: Mike Smith

HONDA OF TEXAS
Bedford (817) 267-2646
Rider: Brad Woolsey
Technician: Steve Richmond

CYCLE SHACK NORTH
Conroe (409) 756-9711
Rider: Steve Veits
Technician: Steve Veits

IRV THOMAS HONDA
Corpus Christi (512) 857-0127
Rider: Bert Raglin
Technician: Jeffrey Hinojosa

AL LAMB'S DALLAS HONDA
Dallas (214) 238-7148
Rider: Mark Lamb
Technician: Gorbon Hantz

H & W HONDA OF DALLAS
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Rider: JJ Slagle
Technician: Kevin Robinson

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Ft. Worth (817) 244-5201
Rider: Daniel Olson
Technician: Samuel Gregory

NORTHWEST HONDA
Houston (713) 447-3476
Rider: Scott Duplichan
Technician: Andrew Senyk

PRESTIGE HONDA
Killeen (817) 634-6773
Rider: Tim Hodes
Technician: Les Cartee

H & W HONDA
Marshall (214) 938-9481
Rider: Greg Dust
Technician: Chris Knight

HONDA OF TEXARKANA
Texarkana (214) 793-5678
Rider: David Mitchell
Technician: David Mitchell

Vermont

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White River Jct. (802) 295-7533
Rider: Ed Morse
Technician: Jeff Durand

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Technician: Richard Saunders

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Rider: Steve Simpson
Technician: Ed Duncan

SUBURBAN MOTORS
Harrisonburg (703) 434-7345
Rider: Kevin Spitler
Technician: Kevin Spitler

CASEY CYCLE CITY CORP.
Newport News (804) 595-9721
Rider: George Greer
Technician: Christopher Rose

SCHAFER MOTOR COMPANY, INC.
Orange (703) 672-5555
Rider: Pete Payne
Technician: Tim Geer

MARK IV HONDA
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Rider: Tam Topham
Technician: Terry Wolford

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Everett (206) 347-4545
Riders: Glen Nolin, Robert Butler
Technician: R. Casey Raymond

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Rider: Jon Kuebler
Technician: Jim Speer

I-90 HONDA
Issaquah (206) 391-4490
Rider: Gary Strode
Technician: Craig Southey

MARYOTTS, INC.
Mt. Vernon (206) 424-1323
Rider: Brett Devries
Technician: William Conger

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Rider: Anthony Whipple
Technician: Jeff Olson

WESTSIDE HONDA
Spokane (509) 747-1862
Rider: Dale Wolff
Technician: Travis Towles

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Woodland (206) 225-8219
Rider: Jeff Papke
Technician: Gary Bellinger

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Rider: Anthony Newman
Technician: Bob Murray

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Rider: Michael Weimer
Technician: Richard Ringler

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Riders: Mark Boche, Randy Ferkans
Technician: Ron Peters

YOUNG AMERICA - HONDA CITY
Madison (608) 249-0240
Rider: Brian Holzhaver
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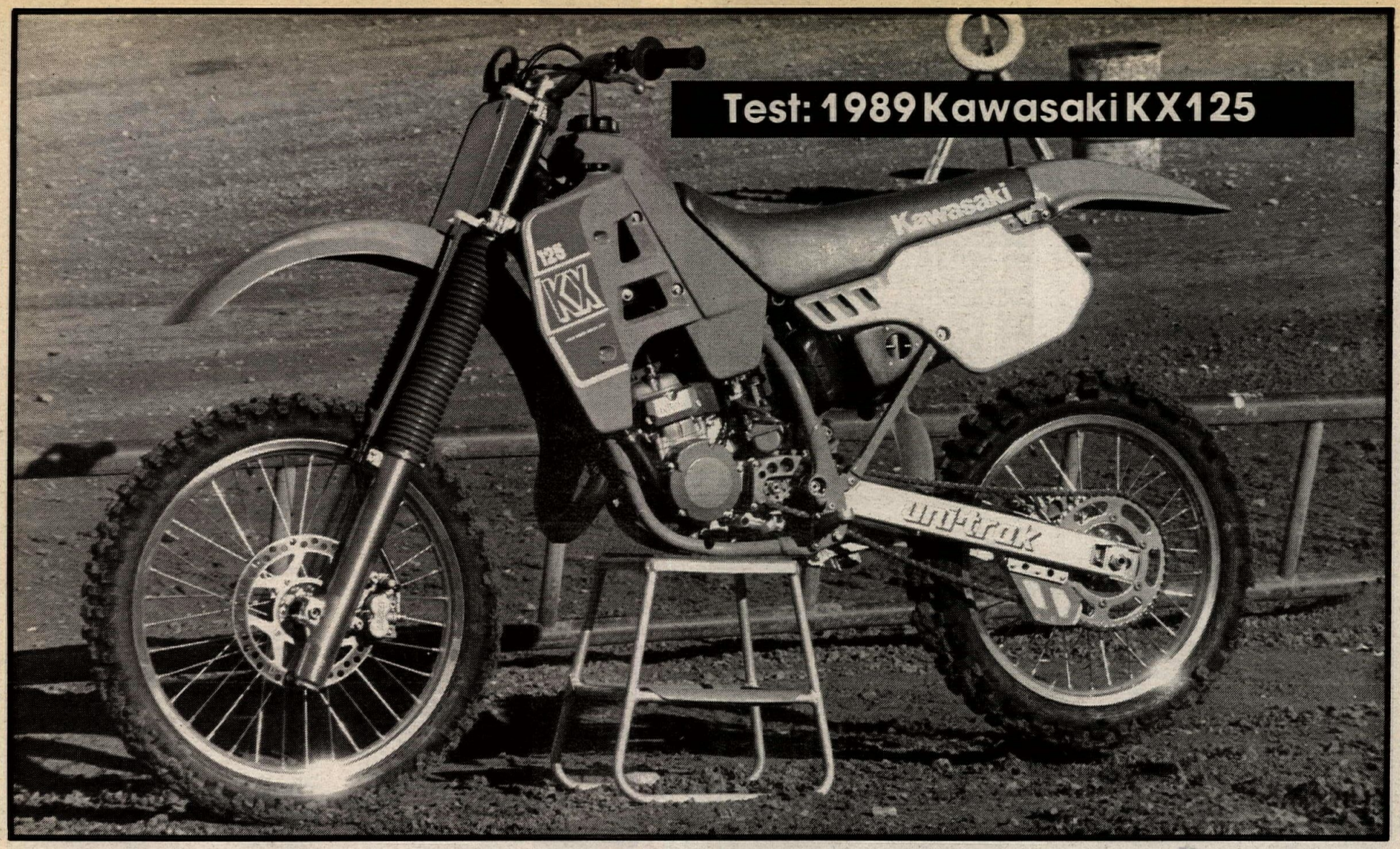
Test: 1989 Kawasaki KX125



Good power and suspension, plus excellent handling, make the KX125 a serious contender once again this year.

Kawasaki didn't feel their upside-down forks were perfected yet, so the U.S. models got 46mm standard units which work exceptionally well.

Sticking with the winner

By Nate Rauba
Photos by Kit Palmer and Rauba

Kawasaki's KX125 was a good, all-around 125cc motocrosser last year. Although it didn't have any one distinguishing feature, all parts of the revamped machine worked well to make it a well-rounded package. It had good power, handling and suspension and, not to mention, carried Jeff Matiasevich to the AMA 125cc West Coast Regional Supercross title.

When you've got a winning formula, you often stick to it. And Kawasaki has basically done just that with the '89 KX125, building on last year's proven winner with a few improvements to keep it ahead of the pack.

Last year's engine produced good power from the low end to the upper midrange. After that it tended to sign off and there wasn't much top end. To improve top end power this year Kawasaki widened, raised and modified the shape of the exhaust port. To match the new exhaust port the diameter of the main exhaust valve in Kawasaki's Integrated Powervalve System (KIPS) has been enlarged. The main scavenging port has also been modified.

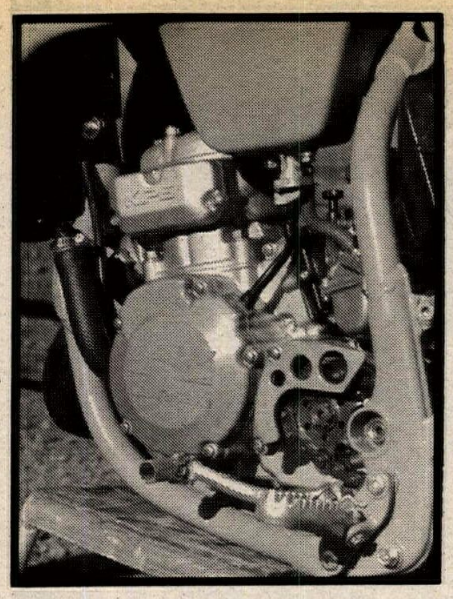
A redesigned combustion chamber also helps to widen the powerband. A broader squish band reduces the compression ratio from 8.39 to 7.8:1, and the cylinder head gasket thickness has been reduced 0.8mm to 0.2mm in order to meet the new cylinder head design.

Modifications to the expansion chamber also increases power, and the silencer has been redesigned to reduce the noise level. A sealing damper was added between the silencer and exhaust pipe to prevent gas leakage.

Like last year, a 35mm Keihin PWK carburetor with crescent-shaped slide feeds the Elecrofusion-plated cylinder through case reed valves. More air is supplied to the carburetor through an enlarged intake boot from the airbox. Once again Kawasaki uses rotary valves on both sides of the airbox that can be opened for extra air intake or closed for wet and muddy conditions.

A new digital CDI unit provides the spark to ignite the gasses.

Clutch capacity is increased on the '89 model by shortening the height of the bosses on the clutch wheel 1mm, which increases the spring free length. Leverage of the release lever on the clutch cover is modified for smoother engagement.



New porting helps increase the KX's top-end power delivery.

To reduce weight and improve handling, several chassis modifications were made.

The outer diameter of the main frame has been reduced 0.2mm to reduce weight, and the rake angle has been pulled in a degee to 26 for quicker handling without sacrificing straight-line stability.

Although upside-down forks are the rage this year and the European Kawasakis come with the units, they aren't found on the U.S. models. Kawasaki feels that the action of their new 46mm cartridge fork is still superior to the inverted fork, which is still undergoing development.

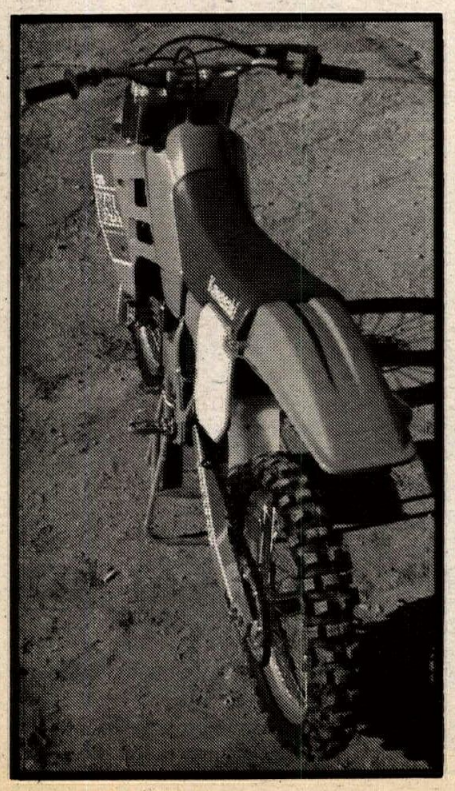
Rear suspension is still handled by Kawasaki's Uni-Trak linkage system attached to the dual-box-section aluminum swingarm and Kayaba shock with 16 rebound and compression damping adjustments.

Both front and rear hubs were redesigned to reduce weight, and the front disc brake plate is 0.2mm thinner. A new dual-piston front brake caliper is used with longer-wearing, thicker brake pads.

A new 19-inch rear wheel is fitted to the KX125, replacing the 18-incher found on last year's bike. Although rim diameter is an inch larger, the tire has a lower profile and thus the same outer circumference. The low-profile tire is designed to have less give for better traction since there is less tire flex.

Last year Kawasaki had some of the wimpiest seat foam ever found

The KX isn't as slim as other bikes, but it fits larger riders better.



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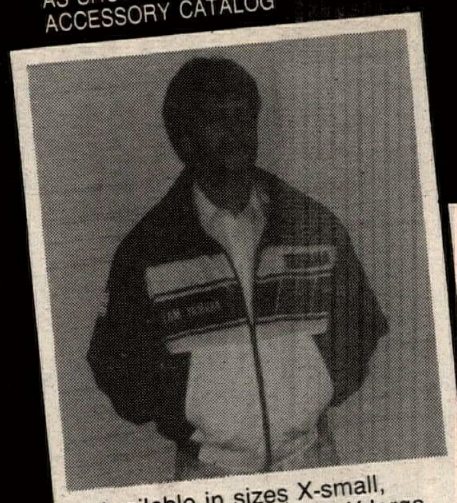

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There is plenty of power for getting good drives out of the corners or for trail riding, once again making the KX a good all-around performer.

A 19-inch rear tire is fitted to the KX125 which helps it to hook up better. The new seat foam doesn't break down like last year's did.

on a motocrosser. After a ride or two it broke down, making the seat way too soft. This year Kawasaki replaced the foam with stiffer material, and even after several rides it's still firm and comfortable. The rear of the seat is also flush with the rear fender, so hanging off over the back end is simple.

Climbing aboard the Kawasaki for the first time is a little strange — it's big and wide compared to most other motocrossers. Larger riders will feel right at home on the KX, but it isn't so big that smaller riders will feel uncomfortable. Once the Kawasaki is rolling, the largeness quickly goes away.

A careful kick is required in order to get the engine going. The kick-starter comes down just below the footpeg and leaves just enough room to catch a foot. Thankfully the Kawasaki is easy to start. Only a few, sometimes only one, kicks are required when cold, and it will almost alway fire on the first kick when warm if you get a good stroke.

The KX125 takes some revs before it really wants to get up and go. There is some low-end power, but it isn't until the revs rise into the midrange that the engine begins to pull with any authority. Once the midrange is reached, there is a good surge of power that lasts all the way through the top end. There isn't a strong hit, but rather a smooth, steady pull.

Since there isn't a whole lot of low-end power, the clutch gets a lot of use, especially exiting corners. Using the clutch is easy, though, and one finger is all that's needed. Clutch action is good and there is no grabbiness, but after prolonged heavy use, such as a difficult trail ride, it tends to heat up and begin to feel mushy.

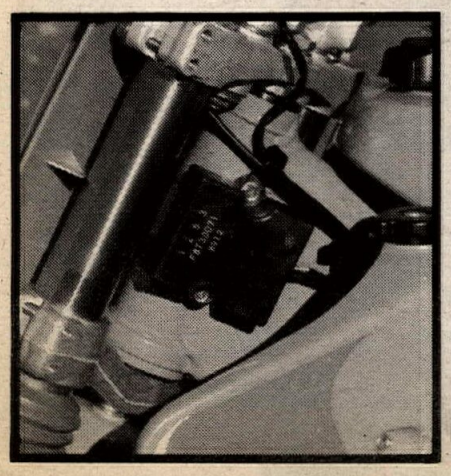
Shifting the Kawasaki was a little difficult at first, but after some time the tranny seemed to break in and shifting became a cinch. Each gear is easy to find and missed shifts are rare.

Overall handling on the KX is excellent. It can quickly cut to the inside of turns or just as easily rail an outside berm. There's a trace of headshake when backing off the throttle at the end of choppy straights, but it's only enough shake to make the rider take notice and nothing frightening.

The Kawasaki is not only stable on the ground, but also incredibly stable in the air. It can easily be flicked around in flight and brought back upright quickly without getting out of control. Its stability in the air gives you much more confidence when attempting mid-flight, stylish maneuvers.

And landing from any attempted sky-shots isn't much of a problem either thanks to the good suspension. Both ends easily soak up the big landings but also remain responsive to smaller bumps as well. Once we got the forks and rear shock dialed in, the Kawasaki often felt like it was floating over the bumps.

Ignition timing is controlled by a new digital CDI unit.



The switch to a dual-piston front brake caliper gives the KX125 one of the strongest brakes around. One finger will easily bring it to a halt, so easily that some riders may feel it's a bit too strong. The rear brake is also just as strong and a little touchy so that the rear wheel is easily locked.

Rider comfort is also top-notch. The new seat foam is cushy, but not so soft that the rider sinks into it like on last year's soft seat. Kawasaki has some of the best stock grips around. They're just a little bit softer than most other grips and didn't give our testers any blisters or add to previous hand callouses.

Basic maintenance is both a dream and a nightmare. Kawasaki has one of the best and foolproof air filter arrangements around. The sealing edge of the filter fits into a raised plastic cup, insuring proper alignment and making the center screw easy to line up.

Chain adjustment can be a nightmare, though. Actual adjustment is easy using the push-style bolt adjuster, but just getting to that stage can be tricky. Two wrenches are required to loosen the axle, and the really difficult part comes when it's time to loosen or tighten the adjuster lock nut. Our test unit's adjusters weren't centered in the swingarm, making it very difficult to get a 12mm open-end wrench onto the lock nuts.

Kawasaki's KX125 is one serious motocrosser. Except for chain adjustment it's hard to find any flaws with the Kawasaki since it does everything so well. While it's no doubt a serious motocrosser, it can also make a good all-around play bike. The power is smooth, plentiful and predictable, and it has excellent handling.

But for those who are serious about racing, so is Kawasaki. Privateer pro and amateur racers riding Kawasaki KX125s are eligible for either cash or Team Green Bucks, which are redeemable at Kawasaki dealers for Kawasaki parts and accessories. Pros can earn as much as $1000 for a Supercross Series main event win, and first overall in a 125cc National will earn $1200. Amateurs can earn as much as $300 in Team Green Bucks for a win at the AMA Amateur Nationals, while wins at any one of a number of other major amateur events pay $100-$125.

Since Kawasaki's KX125 has the power and handling to put just about anyone in the winner's circle, riding one in '89 could very well line your pockets with green. •

Kawasaki KX125G

Engine type	Liquid-cooled, two-stroke, single
Bore x stroke	56 x 50.6mm
Displacement	124cc
Compression ratio	7.8-8.5:1
Carburetor	35mm Keihin
Horsepower	36.5 @ 11,500rpm
Torque	2.5kg/m @ 9500rpm
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Primary drive	Straight-cut gear
Final drive	#520 chain
Frame	Semi double cradle
Rake	26.5
Trail	4.57 in.
Front suspension	Kayaba cartridge fork
Fork tube diameter	46mm
Front wheel travel	11.8 in.
Rear suspension	Kayaba single shock
Rear wheel travel	13.0 in.
Front brakes	Disc
Rear brakes	Disc
Front tire	80/100-21 Dunlop K490
Rear tire	100/90-19 Dunlop K595
Claimed dry weight	191 lbs
Overall length	84.4 in.
Overall width	31.2 in.
Overall height	46.1 in.
Wheelbase	57.5 in.
Fuel capacity	2.3 gal.
Ground clearance	15.0 in.
Seat height	36.8 in.
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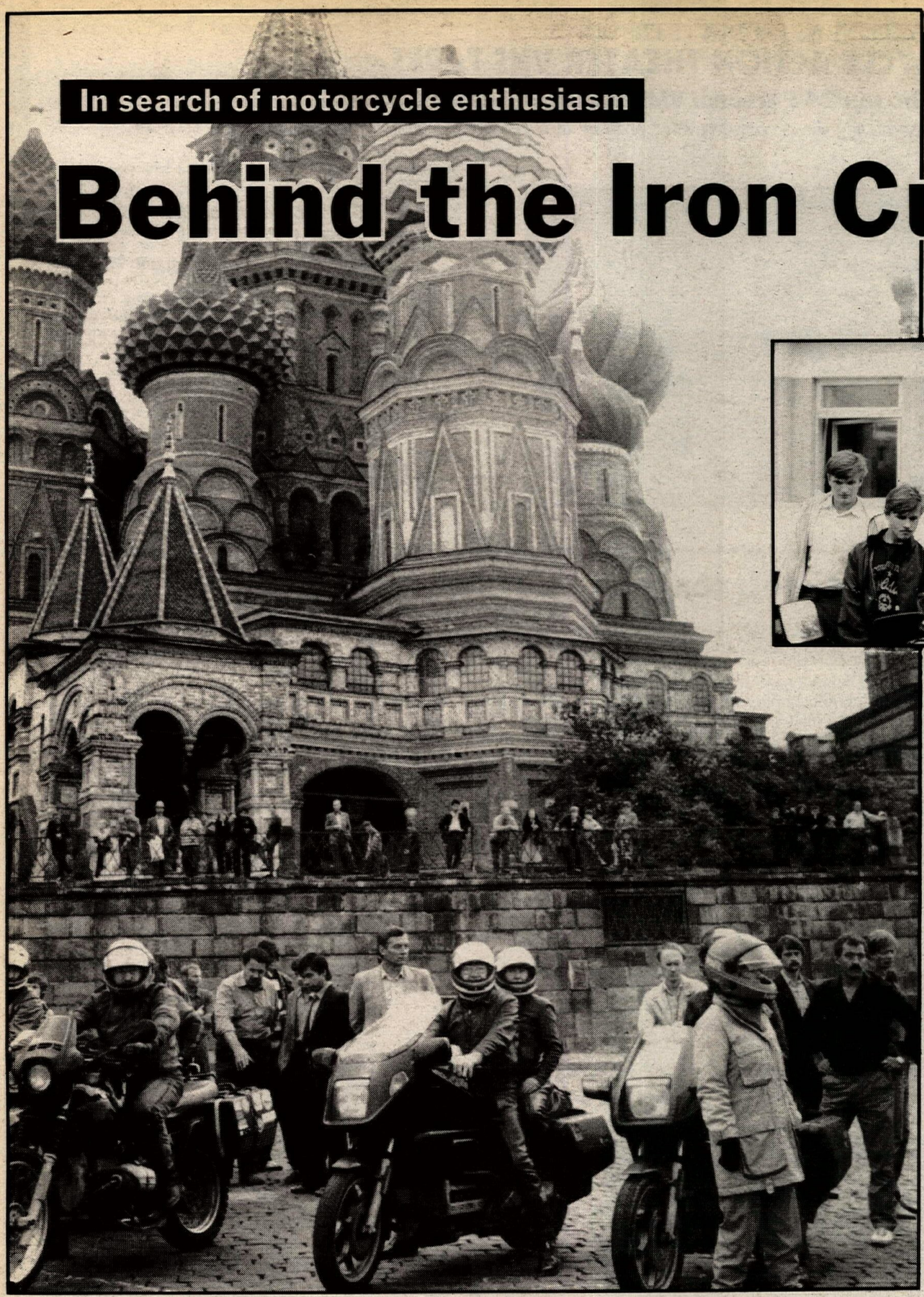
In search of motorcycle enthusiasm

Behind the Iron Curtain

By Dibblee Hoyt



A Russian war hero (above) ponders the American flag. The Edelweiss Soviet Union tour group (left) poses in front of St. Basil's Cathedral in Red Square.

As our tour group neared the Soviet Union, I began to spend much of my riding time thinking about what the term "enthusiast" means.

Is it the person who reads all the motorcycle magazines, combs the ads and comes up with the best color-coordinated apparel? Or is it the race fan who knows the names of all the racers and their career histories?

No, I finally defined a motorcycle enthusiast as simply a person who enjoys motorcycling. Knowledge of racing, possessing the latest goodies and keeping up with the whole of the motorcycle industry is just icing on the cake.

To the real enthusiast, motorcycling isn't a financial compromise, or a lack of choice. The enthusiast is the person who takes the bike out purely because he feels like riding for the joy of it. Once he has that, he can invent all the excuses necessary to get out the door for a ride.

I had booked onto the Edelweiss Soviet Union tour, a ride roughly 4000 miles long from Munich (Germany), through Austria and Hungary into the U.S.S.R. We would ride from the southwestern portion of the Ukraine up and through Byelorussia, and then into Russia proper — Moscow and Leningrad.

My assignment was to investigate the state of motorcycle enthusiasm in the Soviet Union. This seemed easy enough. After all, the Soviet Union produces more motorcycles than any other country in the world except Japan. In 1985, for example, more than two million units rolled off production lines.

Furthermore, Soviet racers have dominated or been a strong reckoning force in motorcycle racing for years — speedway, ice racing, International Six-Day events, even motocross. Remember Guennady Moiseev, 1977 and '78 250cc Motocross World Champion? Indeed, these were a people deeply involved in motorized two-wheel sport.

Surely, I would see my share of enthusiasts . . .

However, everyone I talked with prior to the trip painted a grim picture of motorcycling in the Soviet Union. Magazine editors, shop owners and other enthusiasts who had just returned from similar journeys categorically stated that everyone in the U.S.S.R. rode the same kind of bikes and viewed the motorcycle as a tool for inexpensive transportation — a cheaper alternative to the automobile.

As we rode across the Hungarian countryside, I saw kids on small displacement Simpson and MV motorcycles — both East German marques. They wore shorts. Some wore helmets, some didn't. This made me wonder what I would be able to report on, in a positive vein, when I reached the U.S.S.R.

But mostly I wondered if I would meet any enthusiasts . . .

I was told that the motorcycle in the Soviet Union represented a tool hardly more appreciated than a cow. This comment contained more truth than I first realized, but then, cows have a different meaning for the Soviet people. Cows are a revered species in a pragmatic way, not put on a pedestal as in India; we often saw people out walking their cows along the highway.

People's comments worried me. I knew that the enthusiasts would be overwhelmingly outnumbered by people who did just ride for the excuses, mostly economical. Would the more distant, serious types who rode without expression be approachable? Willing to be interviewed? It scared me to think that I might return empty-handed.

This fear was soon put to rest at the Soviet frontier. One of the border guards spoke a little English and approached us with questions about our bikes and gear. Before I knew it, I was interviewing him.

Ilya wouldn't give me his last name, nor allow a photograph — photos are strictly forbidden at border stations. He was 19, blond and gangly, with a couple of gold teeth right in the middle of his upper row. Ilya proudly told us that he also owned a motorcycle, a 350cc Jawa-CZ two-stroke. (I later learned that the Jawa-CZ is a common choice among Soviet riders. Although the Soviets make a number of motorcycles, I saw more Czechslovakian and East German machines than Russian.)

I asked Ilya if he was an enthusiast. He didn't understand the term. I asked him if he smiled when he rode and he lit up and showed me those prominent teeth in a way that told me without words that, indeed, he

Vladimar Ylashrovits (below), president of the Lutz Motorcycle Club, sporting his MIG fighter pilot's helmet and flight suit, waited two days to meet the foreign contingent. His 1981 350cc CZ (left) displays over 200,000 kilometers on the odometer.

did enjoy riding. He said he sings Kristofferson songs while riding and often takes the long way home. His wife doesn't really like it, but he does it anyway; she knows it's important to him. Once a week, he takes a longer trip through the mountains, usually about 1000 km (620 miles) in length.

Iron Curtain iron horses

Ilya's bike would be considered ancient and obsolete in comparison to our technology-fed diet of hyper-bikes, yet simple and reliable by Soviet standards. Americans might scoff at what the Russians ride; even a few Soviet riders took disdainful swipes at their own machines as they compared their bikes to ours! (We had mostly BMWs, one Harley-Davidson, two Honda Gold Wings and a couple big-bore dual-sport bikes.)

The Soviet motorcyclists knew how much different and better our bikes were, and this realization seemed to frustrate and sadden more than a few of them. Their bikes were plain, spartan, bereft of all the shiny add-ons we're so accustomed to seeing on our sleek plastic-laden speed ships. In contrast, the Russian motorcycles are inexpensive, capable of being repaired by the owner, and bulletproof. Castings are cobby but substantial; materials are selected for longevity and durability.

The Soviet market allows the importation of a couple of models from Czechslovakia (Jawa-CZ) and East Germany (MZ). In 1985, there were eight Soviet motorcycle factories churning out their own marques, usually named for their home town, a river or a nearby mountain range — KMZ of Kiev produces the Dnepr sidecar, IMZ of Irbit the Ural sidecar, Ish of Ishvesk the Jupiter and Planeta 350, MMVZ of Minsk the M 125, (We were told we might tour this factory but it didn't work out; we were, however, permitted to visit a giant earth mover factory.), Kovrovetz of Kovrov produces the Voshkod 175, Verkhovina of L'vov makes mopeds, Riga of Riga another maker of mopeds and Tula of Tula makes scooters.

Most Soviet motorcycles are copies of other makes. Among the marques whose designs have been borrowed are BMW, DKW, Jawa-CZ and Vespa.

During the Soviet reconstruction after the war, the government formed a central organization devoted to the research and testing of new designs. Some race bikes were built and research was done on a rotary model but these were never made available to the public. The current models continue to be pumped out of a time-strangled mold.

However, with Perestroika (Gorbachev's plan for economic and social restructuring) and Glasnost (new openess), perhaps the Soviets will find an open window for their dream — new bikes.

In the meantime, they do enjoy what they have. I think they realize something we sometimes forget — it's the action that counts, not the gloss and glitter. Their motorcycles do the trick and give them the universal thrills of motorcycling which unite us all.

Red Riders

The first difference I noticed about the Russian motorcyclists was that they all wore helmets, though I never found out if this was a law or just a demonstration of good sense. Most of the helmets were full-coverage types or had a chin bar. Most wore goggles with glass lenses. I didn't see too many Lexan and carbonite materials which allow our plastics to last so long. It seemed funny that most of the three-wheeler riders wore pudding bowl-style helmets.

Many of the helmets had European stickers such as AGV and Jaguar; I don't know if these were the actual brand names or just stickers. The Soviets loved stickers and we had quite a few to hand out. I took lots of *Cycle News*, Fuji Film, Chase Harper, Brooks Cycle Sports, Answer Products, Whozee and Widder stickers and saw them immediately applied to bikes and helmets.

The Soviet cyclists didn't have matched leather suits like ours but what they did wear appeared to offer good protection. Their gloves were thick and looked to be mostly for warding off the considerable cold. Their clothes lacked color but evoked a purposeful appearance. I noticed that the jackets they wore were long and very thick.

Many of the bikes were equipped with aluminum or fiberglass fairings and plates attached to the crash bars for futher knee and leg protection from the prevailing elements.

Their desire to at least wish for other makes of motorcycles was apparent through the various badges I saw on some of the bikes belonging to the younger riders. One pair of youngsters were aboard a CZ bearing a BMW logo on the gas tank, while another CZ had Jaguar badges. Yet another sported a punk-rock motiff bearing the word "Kill" on the tank.

One Soviet rider knew we were coming, and had been waiting in the city of Minsk (capitol of Byelorussia). We had been delayed by rain and overbooking in the Minsk Intourist Hotel, so we stayed in another city and left for Minsk a day late.

At a rest stop this Soviet rider spotted our group and pulled in. He'd come looking for us. He was a sight to behold. Up rode a man in his mid-40s, wearing a MIG fighter pilot's helmet and a converted flight suit. On the knees, shoulders and elbows he had sewn articulated rubber patches. His bike, a 1980 350cc CZ was festooned with equipment in large, bulbous rucksacks. Thrown across the seat was a rugged-looking Yak skin. (Well, maybe it was a long-haired sheep, but the thing looked wild enough to be a Yak!)

Through our intepreters we learned that this rider, Vladimar Ylashrovits, was the president of the motorcycle club in Lutzk. His bike showed its 200,000-plus kilometers. Vladimar told us that he had been on some very long journeys on this bike — the last one was 14,000 kilometers (8680 miles) to the Chinese frontier in Middle Asia in 1985.

Vladimar was a Six-Day Trials rider, a speedway enthusiast and had also raced motocross. In addition to pursuing his motorcycling interests, Vladimar, a radio engineer and father of two, also hang glides and races ice boats in the winter.

He told us that parts were hard to obtain for the bike and what he and his club members were not able to get, they would make.

Vladimar was exactly the kind of enthusiast I had hoped to meet — someone who lives to ride. He was obviously excited about meeting us, too, and offered me a couple of flags. One was from his hometown and another depicted an event he'd been in. He wondered if he could ride one of our bikes and though I offered my rented BMW K100, the tour guides declined the offer saying he wasn't insured. One of the West Germans offered his 600cc Suzuki dual-sport bike. When Vladimar returned he was grinning from ear-to-ear. He liked the way it shifted.

He then offered us a ride on his bike which we all shyly declined. We shook hands, wished each other well and were off. As I rode away, I regretted I hadn't taken him up on his offer.

Comradery

In the U.S., we have our version of outlaw bikers as depicted in "Easy Rider" and "The Wild One." In the Soviet Union they also have their underground bikers. They are called "Rockers." Or as it was pronounced in Russia, "Rockieers."

These riders were usually in their late teens, and rode around the larger cities on 350cc two-stroke twins sometimes painted in wild schemes. I was told that when they ride together, they have little regard for the speed limits. They get their name because when not riding, they enjoy listening to loud rock and roll music.

I found the rockers to be pleasant young people. No tattoos or leather-studded clothes on these folk, although they did favor leather jackets and some sported flat-top, two-toned hairstyles.

They usually found us in the cities and rode a kind of unofficial escort service, cutting in and out of our formation. This seemed dangerous but since it didn't cause incident, we just let it happen; we didn't want to be rude visitors.

In one small village the rockers performed wheelies for us on the main highway. Several members from a nearby mental institution had read of our coming in the local paper and took the bus to meet with us. We stood with them and laughed at the antics as one of the local rockers wheelied dragging exhaust pipes on the ground.

The Rockers hold a place in present Soviet society similar to the one Peter Fonda and Dennis Hopper showed us in Easy Rider. Nice kids having a good time being free on a motorcycle.

Soviet motorcycle magazines? Well, if you look past the title "Behind the Wheel," you might find stories on motorcycling. I found a used bookstore, and there, buried in a heap of periodicals, I found three magazines bearing this title. Of course I didn't know it then; there were pictures of tanks, drag racers and motorcycles on the cover. I bought all three. Inside I found articles illustrated with photos and drawings of ice racers, muddy motocross racers and, get this, a feature on the RAD bike — that swingarm front-ended, hydraulically steered bike which represents the leading edge of motorcycle technology.

The Soviets know what's going on in the outside world; they just haven't figured out how to cut through all the red tape to get things moving in the right direction inside. Maybe with tours such as ours to dangle the carrot, progress will shed some rust and begin to move them into a more common future.

Our schedule did not permit attending a race in the U.S.S.R. I know speedway season was underway but saw no word of any events.

Motocross has been losing its popularity over the years, but this was mostly due to lack of organization and promotion rather than increasing problems with liability insurance such as we face here.

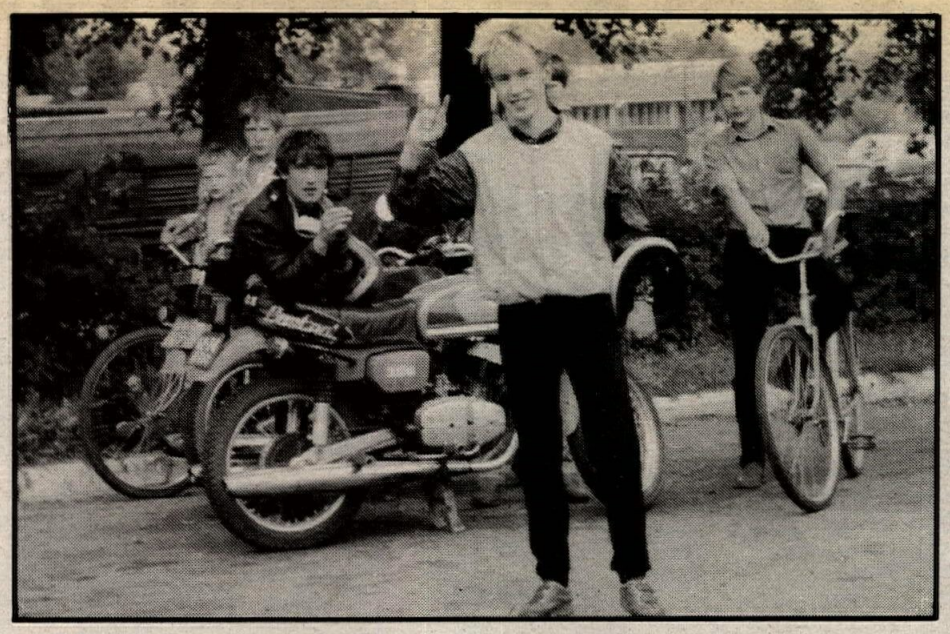
I spoke with a man in Leningrad, where Guennady Moisseev lives, and he told me that Moisseev has been very active in a youth program, starting a kind of little league for young Soviet motocrossers.

Riding in the Soviet Union

What's it like riding in the U.S.S.R.? During our first day riding through the beautiful Carpathian mountains in the Ukraine and our last day riding north from Leningrad to Vyborg, we experienced something many of us take for granted — corners. Most of the rest of our trip had been pretty much straight-up cruising on the Russian system of highways. By our standards, these roads would hardly be called highways — they're usually two lanes, sometimes marked, sometimes not. The roads are wide and vary from region to region in both composition and testure.

Some American tour members complained about three things during the trip — the food, the hotels and the roads. As an adventurer I didn't find any of the three to be all that bad — the roads weren't what we are used to but I've traveled worse right here in my own country.

I think people have a tendancy to compare things with back home, but going over we all knew it wasn't going to be the same. By complaining, people robbed themselves of the pleasure of discovery.



Young rockers show "Hook'em" sign prior to wheelying for the tourists.

I had a moment, a very sobering moment, of discovery on our first day in the U.S.S.R. We had been held up at the border for four hours. The sun was waning. I had on a dark shield and dark glasses. As the tour group moved through the first small village, kids by the droves shrieked and hollered as we passed with American flag flying from the lead bike.

My eyes filled with tears at the Russian reaction and I reached for my camera. I was looking through a polarizer filter which made things even harder to see. Suddenly, the Vespa of the rider in front of me swerved and the lead bike also moved out of his line. I dropped the camera and grabbed the bars, then cut over to my right when I saw the cause of all the fuss. A cow, head lowered right in my line. How I missed him, I'll never know — but I learned right then that it's a very different place. I wondered how killing a cow moments after entering the country might be viewed . . .

Motorcycle thrills came from the small moments like the cow and the sights along the way. And especially the people. They were definitely the highlight. Riding for the thrill of hard cornering was reserved for the first and last days in the U.S.S.R.

We did ride fast, though, and had the thrill of passing slower traffic while staying in formation. Our average cross-country speed was about 110 kph (about 68 mph). But we had to slow down for the periodic GAI (Soviet traffic militia) stations. Usually, this was a little brick building with windows, a table and a telephone connected to a large radio antenna. The antenna would be a giveaway and whenever we'd see one, we'd slow and crawl by as the officer counted our group and called on to the next station.

This was, I think, the only time we were watched. They tracked our movement to make sure we stuck to assigned roads. Twice, we had to stop while GAI made note of our license numbers, but they never interfered with us. And we always managed to get a smile out of the officers as we rode by waving. It was fun to see them trying to be so stern then suddenly break free with a smile.

The roads took us over some lush plains skirted with thick forests. The countryside was beautiful with greenery and quaint cabined villages. Though the roads were straight in nature, there were enough sights along the way to keep things interesting.

If we were riding along and began to overtake a blue streaming haze we'd usually find a smoking two-stroke on the Russian prowl with a rider who'd eye our passing with a quizzical look, often a friendly wave and some capped teeth flashing in the sun.

The villages were an experience in themselves and one of my favorite memories of the trip. People would come from all directions only seconds after we'd hit town — women holding babies, children, working men and the old war heroes who still wore their decorations on their large lapelled coats.

In 10 minutes there could be a couple of hundred people standing around our bikes, talking quietly among themselves, pointing and gingerly touching the strange machines. Often we were asked how much they cost, the number of cylinders, water or air-cooled, all the usual vital statistics.

If language proved a problem I saw notebooks used, or people drawing in the dirt to show points of interest. It amazed me how well we seemed able to communicate with the Russian people using only the most rudimentary forms of communication. There seemed to be an easygoing trust and respect between the Soviet people and our tour members.

The motorcycles served as a great grass-roots tool for diplomacy. There were no tour buses from which to look down on these people in an isolated and unnoticed observation mode. We rode at eye level with them and it only helped warm the welcome we received.

About the tour

Werner Watcher hatched the brainchild of a Soviet motorcycle tour. It took many hours of negotiations, faxes and infinite niggling details. Edelweiss Bike Travel (c/o Armonk Travel, 146 Bedford Road, Armonk, NY 10504 800/255-7451, Attn: Linda Rosenbaum) put together a package which leaves Munich, runs through Vienna then along the Danube to Budapest, Hungary, and then into the Soviet Union for two weeks. The whole package including renting a BMW K100, airfare, hotels and two meals a day costs a little over $4000.

Watcher said he wanted to offer the traveler a "unique experience." Those words seem so hollow compared with the feelings I found there and the memories I brought back home.

The timing for this tour was perfect. The Iron Curtain has lifted and Reagan had recently blazed a goodwill path to Moscow which left a welcome aftermath for American travelers. The Soviet people really liked us and made it known.

The tour provided three experienced guides who took care of all the details. Each one of them offered charm, social agility and a hearty admonishment to enjoy. One recurring theme I heard from our leader, Bruno, was "as you like it," indicating that they would change our schedule to suit special interests.

I was disappointed that we weren't able to tour the Minsk motorcycle factory but our guides substituted this with two other miracles for us — we were allowed to wheel to the Kremlin and photograph our bikes in Red Square, a request which had been consistently denied as "not possible." A Soviet euphemism for the term: forbidden.

And we managed a short but eye-bursting tour of the Hermitage Museum, the Czars' former winter palace in Leningrad, and now one of the premier museums of art in the world.

We were regularly briefed on what to expect and how to deal with facets of life we were unaccustomed to: gas coupons, money and personal indulgences.

The Soviets provided us with Intourist guides. Since our group was composed of both German and English speaking members, we had an Intourist guide for each. These were both women who quickly took to riding the bikes with us. Instead of working for the Soviet government, they became part of our traveling odyssey and smoothed over any language barriers we met. The Intourist guides working in concert with the Edelweiss guides pulled strings and provided us with what I must consider an expanded package. Their efforts really heightened our experience.

The days were always long and sometimes arduous. We often rode from 9:00 a.m. to 7:00 p.m. and I would yearn for time to kick back and collect myself. But each day met with a new city as our destination and the excitement of discovery provided fresh daily adrenaline.

We split our group of 30 into two, which eliminated bunching at gas and food stops along the way. We would often leap-frog each other along the way.

We encountered rain. We were in our rain suits about half the days we rode in the U.S.S.R. This discouraged some but we had a schedule to keep and pressed on regardless. That's the European way.

Accomodations, though some complained, were adequate at worst and quite luxurious in other cities.

Food seem~~ed~~ to follow the same range. I lost weight, but felt that I ate well and enjoyed what I ate. We were never able, though, to get coffee until after the meal. Probably the worst food hardship I recall.

I'd always entertained the dream of a European Alpine tour. But when the idea of a tour of the Soviet Union — on a motorcycle — arrived, I just had to do it first.

This was a once in a lifetime experience and adventure. But maybe one I'd love to try twice. Sure, parts were tough, but others, especially the joyous reaction of the Soviet people, made it all worthwhile. I dispelled many myths over there, took many pictures, and I hope to someday return to do more of the same — it's a pretty big place! I wonder how many tours I'd need to cross that great land? I think Werner is already a couple steps ahead of me. I hear he's got another tour set in the lower Ukraine, to Georgia and Tiblisi.

I also hear there are more corners down there . . . •

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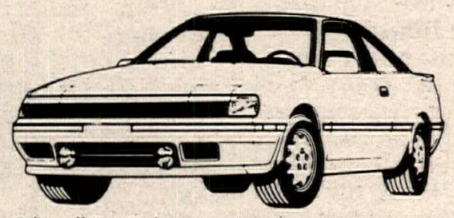

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Team Green's Larry Roeseler captured the overall victory at the D-37 Jackrabbits Hare & Hound in Red Mountain, California.

Yamaha rider John Braasch negotiates a tricky rock section at the Jackrabbits M.C. event. He topped the 125cc class over Bob Reiger.

Roeseler tops Jackrabbits H&H

By Donetta and Bob Murray

RED MOUNTAIN, CA, JAN. 8

The opening round of the District 37 racing season saw perennial off-road favorite Larry Roeseler cross the finish line first in the Jackrabbit M.C. Hare & Hound staged at Teagle Wash near Red Mountain.

Kawasaki's Roeseler was not to gain his final position until halfway through the second loop.

"I had a really bad start," said the Kawasaki/Malcolm Smith/Scott/Dunlop/Arai Helmets/Pro-Circuit/Renthal/Tsubaki Chains/Acerbis/Bel-Ray/Troy Lee Designs-sponsored rider. "It took me five kicks to get started. I was way back in the pack, probably in the 30s."

A bad start was not a problem for Roeseler's Kawasaki teammate Paul Krause, who claimed his start was "perfect." He was first at the end of the short but rough bomb and through the camelback onto the marked trail. Hot on his tail through the course were Tom Kelly, aboard a new Yamaha YZ250WR, and Vet rider Jim Eveland and Ron Jennings, both piloting 250cc Yamahas.

Krause's lead on his KX500 was temporarily lost when he was passed by Yamaha-pilot Eric Hallgath on a 125cc machine. Hallgath's charge for the lead came from a 20th place position at the end of the bomb. Shortly into the first set of rolling hills, he took command of the race, but a flat tire was to end his reign. Hallgath's flat tire started spinning and came off the rim causing his bike to seize.

Meanwhile, back in the pack, Roeseler was picking off riders one-by-one.

"It was a pretty good mix on the first loop of the course," noted Roeseler. "There were a lot of old trails that were whooped out and rough, so it was good for me. It definitely gave you a good workout."

Kelly held onto third place through the 40-mile first loop in spite of not wanting to push his new bike. "I just kept thinking about changes I wanted to make before the next race," said the Malcolm Smith/Montclair Yamaha/Maxima-backed rider.

Jennings caught his foot in a piece of barbed wire which caused him to fall midway through the first loop. Thinking he was way out of contention, he slowed his pace until he was passed by John Braasch on a 125cc Yamaha 15 miles before the pits.

"I finally realized everybody was passing me as I was taking my time," quoted the White Brothers/O'Neal/Yamaha Motors/Riverside MC Center/Mom and Dad-sponsored young rider. "When I came into the pits and found out I was 10th, I picked up the pace."

First into the pits was Krause, but only 28 seconds ahead of Roeseler who had inched his way through the pack. Barely another 28 seconds had passed before Kelly appeared at home check and pit row. Not far behind was Kenji Gauthier on his brand new Suzuki. He had ran out of gas just before the pits (the first of two times that day). Luckily, he was carrying a small container of extra gas on his fanny pack.

First 125cc and fifth overall, through the pits was Bob Reiger. Eveland had dropped back to the 12th slot by the start of the second loop and was only two positions ahead of fellow Vet rider Ken Parry aboard a Kawasaki.

Both Krause and Roeseler turned up the heat in the second loop, the tighter and more technical section of the race. By five miles into the second part of the course, just before the rocky downhill, Roeseler had narrowed Krause's lead to 15 seconds. As the course became tighter, Roeseler became tougher to shake and eventually passed the other Team Green riders. Roeseler then became the hunted as Krause breathed down his neck for the rest of the race.

"He almost put the pass on me, but I gassed it and kept my lead through the little zig-zaggy spots," said Roeseler.

"He was going straight and I had to go around the rocks, but I just hammered through," said the Kawasaki/Answer Products/Smith/Metzeler Tires-backed Krause. "I thought Larry and I were going to kill each other. We were really hauling butts. When we got on the road, I looked back and couldn't catch sight of anyone."

Roeseler hung on to the lead to reach the checkered flag a bare six seconds ahead of Krause. "I'm really pleased," he told *Cycle News*. "Especially after the bad day I had at the Gold Strike race yesterday. A rock went through my radiator and we had to replace it. I had a flat. And a rock flew up and hit me in the nose. I figured today couldn't be nearly as bad as yesterday."

Gauthier overtook Kelly halfway through the second loop. He ran out of gas, again, right before the finish but had his trusty extra bit of gas strapped to his side to see him to a third place finish. He thanked his sponsors: Suzuki Country Racing/O'Neal USA/Pro Circuit and his wife. Kelly cruised into the finish chute fourth overall.

Jennings was riding "his own race" during the final loop through the desert. He passed Braasch in a sandwash 20 miles before the finish and, although he tangled with a bush at one point, held his own to a fifth place finish.

Braasch did his fair share of passing during the race and was passed himself only once — by Jennings.

A 20-kick start made it a long day for Steve Kirk Jr. aboard a Yamaha 490, but he was to have his best finish ever — seventh overall and second Open bike. He had passed Abe Baumann's Kawasaki in the dust towards the end, leaving Baumann to settle for ninth place and third Open bike finisher.

Vet rider Parry played "catch him" all day. He was with Roeseler in the bad start department, but noted that "Larry recovered a lot better than I did." Parry was not that pleased with his ride, wishing he had done better. He admitted he had sore hands from the Gold Strike race on Saturday. He did have enough left in him to pass Eveland 10 miles out into the second loop and maintain his position for a first place Vet finish added to his ninth overall. Darren Schmidt, racing his KTM for the first time in nine months, rounded out the top 10 finisher list.

Top amateur finisher was Robert Baehr in the 250cc class. "My lips are frozen," said Baehr at the finish, making note of the cool weather, which had dropped to the teens during the night. "It was a fun race, my kind of course, tight with wide open sandwashes." He was 17th overall.

Results

1. Larry Roeseler (Kaw); 2. Paul Krause (Kaw); 3. Kenji Gauthier (Suz); 4. Tom Kelly (Yam); 5. Ronnie Jennings (Yam); 5. John Braasch (Yam); 6. Steve Kirk Jr. (Yam); 7. Abe Baumann (Kaw); 8. Ken Parry (Kaw); 9. Darren Schmidt (KTM); 10. Brian Nevestich (Yam).

250 EX: 1. Larry Roeseler (Kaw); 2. Kenji Gauthier (Suz); 3. Tom Kelly (Yam); 4. Ronnie Jennings (Yam); 5. Ed Pierce.

OPEN EX: 1. Paul Krause (Kaw); 2. Steve Kirk Jr. (Yam); 3. Abe Baumann (Kaw); 4. Darren Schmidt (KTM); 5. Brian Nevestich (Yam).

125 EX: 1. John Braasch (Yam); 2. Bob Reiger; 3. Keith Meter.

VET EX 250: 1. Ken Parry (Kaw); 2. Jim Eveland (Yam); 3. John Tobin; 4. Scott Anderson.

VET OPEN EX: 1. Ken Oviatt; 2. Ken Ehlers; 3. Don Chiapuzio (Kaw).

SR 250 EX: 1. Al Hull (Yam).

S/SR: 1. Dennis Davidge (KTM); 2. Al Guzman (Kaw).

250 AM: 1. Robert Baehr; 2. Justin Lundin; 3. Rick Lundin; 4. Tony Modica.

OPEN AM: 1. Jim Clark (KTM).

OPEN BEG: 1. Wayne Brown; 2. Mike Blackman.

250 BEG: 1. Todd Hoy; 2. Steve Montee; 3. Mike Ragan.

125 BEG: 1. Brent Camping.

VET BEG: 1. Bud Pecoy; 2. Peter Herrera; 3. David Gameros.

S/SR BEG: 1. Randy Decker.

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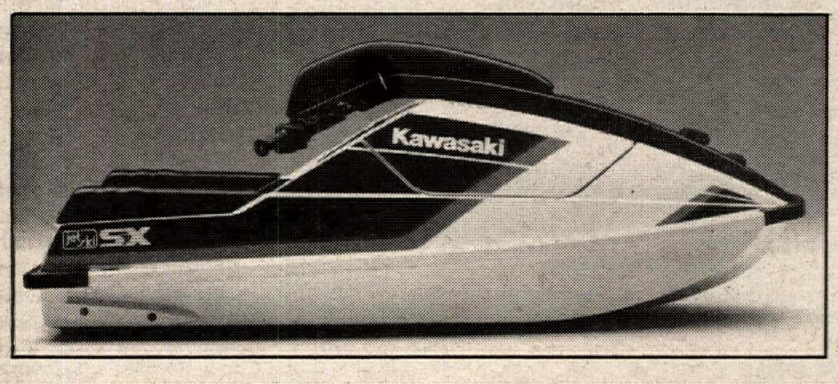

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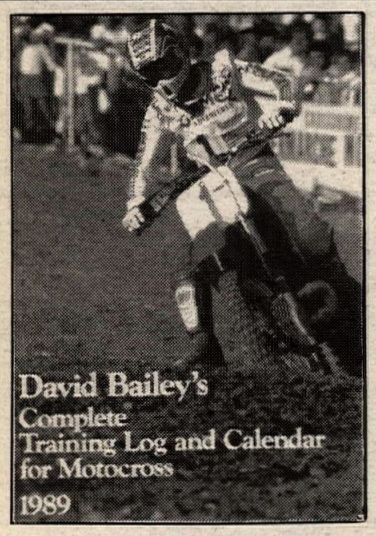

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PHOTO BY CHRIS WEAVER

Brian Walker sloshed through freezing rain and snow-covered trails to claim the overall win at the Stoney Lonesome M/C's New Year's HS.

Walker wins Hangover HS

By Tim Weaver

COLUMBUS, IN, JAN. 1

While many Americans nursed hangovers, Indiana and Illinois woods racers gathered to bring in 1989 in their own way at the Stoney Lonesome M/C New Year's Day Hare Scrambles, won by Brian Walker.

Two inches of snow covered the Stoney clubgrounds and a freezing rain fell, making the existing snow cover crusty and initially traction was in abundance. Suzuki RM125 mounted Ben Breedlove grabbed the holeshot at the start, but was passed during the first lap by Walker on a CR125 Honda. Walker stretched his lead enough to stop and clean his seat with snow at the head checkpoint, but only the approaching Breedlove could get him remounted and back into the lead which he held for the remainder of the one-half hour race.

Deteriorating conditions soon changed the race into a survival game for most competitors, as the crusty snow gave way to a layer of mud over frozen ground, eliminating any remaining traction. Breedlove and Chris Hartlege still had enough drive to give chase to Walker, with Hartlege eventually overcoming the fatiguing Breedlove for second at the finish.

After the race Walker said, "It was a lot of fun. After I got around Breedlove during the first lap I pushed pretty hard to stay ahead. I stopped after I got a lead built to clean my seat and change goggles, but Tom Buckles kept yelling at me to get going."

Results

O/A: 1. Brian Walker (Hon).
MINI: 1. Mike Sampson (Hon); 2. Andy Cregg (Kaw); 3. Brandon Freeman (Kaw).
125 B: 1. Dan Moore (Yam); 2. Clinton Moore (Yam); 3. Phillip England (Kaw).
125 A: 1. Brian Walker (Hon); 2. Ben Breedlove (Suz); 3. Mike Unger (Cag).
200 B: 1. Brett Chitwood (Yam); 2. Louis Thomas (Kaw); 3. Steve Cole (Kaw).
250 B: 1. Chris Hartlege (Hon); 2. Richard Garrett (Hon); 3. Greg Martin (Hus).
250 A: 1. Bill Capshew (Hon).
OPEN B: 1. Scott Rugenstein (Hus).
OPEN A: 1. Neal Pettit (Hon); 2. Mike Forney (KTM); 3. Jan Warner (Hon).
SR: 1. Richard Stines (Hon); 2. David Groves (Suz); 3. Harry Miller (Yam).
S/SR: 1. Lon Walters (Kaw); 2. Lawrence Hayes (ATK); 3. Charles Alber (Cag).
4-STRK: 1. Kevin Condon (Hon); 2. Gary Robinson (Hon); 3. Rick Alexander (Hon).

Olsen wins soggy Albany Supercross

By Clay Light

ALBANY, OR, JAN. 8

Kawasaki-mounted Kenny Olsen conquered miserable conditions, including pouring rain, mid-30 degree temperatures and swingarm-deep mud, to take top laurels in Pro class action at Albany Supercross. The race was one of many Motocross Northwest-sanctioned Winter Series races scheduled here.

Nearly 100 riders braved the heavy rain throughout the day, including a small but talented field of professional riders. Leading the way in the first moto was Olsen, riding the Cycle Sport Concepts KX, while Scott Grimm, also Kawasaki-mounted and Suzuki jockey Dana Anderson gave chase. Neither could catch Olsen who took the win.

Moto two was much the same as Olsen used his mud riding prowess to lead the field, which was thinned due to mud-marred DNFs. Grimm did all he cold to get into the lead, but Olsen once again prevailed for a 1-1 overall sweep. Second went Grimm's way via 2-2 showings.

Honda rider Ron Westlake was the only rider to win two classes, the popular Up The Hill and 250cc Junior classes. Both came with 1-1 sweeps. Westlake's first task was winning the 250cc Junior class, in which he did rather handily by beating Honda pilot Willie Phee and Mike Andreatta in the first moto.

Westlake roosted the field in the second moto as well for the overall win while Phee collected second after 2-2 consistency. Andreatta netted third after 2-2 showings.

The Up The Hill class was among the day's largest. Westlake's main competition came from two riders throughout both soupy motos. In the first moto it was Kawasaki rider Terry Bennett chasing Westlake to the finish with Dennis Sweeten, finishing in the number three spot ahead of Tom Warberg and Rob Egan.

Westlake again shot into the lead when moto two was unleased and took control o the moto while Sweeten loomed in hi shadow. In the end Westlake prevailed to tak a two class domination after collecting tw moto wins. Sweeten, Bennett, Warberg an Egan filled the top five in the moto as wel as overall.

Results

250 PRO: 1. Kenny Olsen (Kaw); 2. Scott Grimm (Kaw 3. Dana Anderson (Suz).
30-40 PRO: 1. Gary Beaver (Kaw); 2. Bob Leach (Cag 3. Doug Eckelman (Yam).
OPEN: 1. Frank McKuhn (Kaw); 2. Chris Howell (Hon 3. David Huota (Hon).
UTH: 1. Ron Westlake (Hon); 2. Terry Bennett (Kaw); 3 Dennis Sweeten (Kaw).
250 JR: 1. Ron Westlake (Hon); 2. Willie Phee (Hon 3. Mike Andreatta (Yam).
125 BEG: 1. Matt Burrell (Hon); 2.Jeremy Harwood (Kaw 3. Terry Bennett (Kaw).
80 BEG: 1. Chad Rees (Kaw); 2. Justin Mason (Hon 3.Josh True (Kaw).
80 JR: 1. Monty Harris (Kaw); 2. Ryan Leach (Kaw); 3 Russ Postma (Kaw).
OT INT: 1. Rusty Garrison (Kaw); 2. Gary Forester (Cag 3. Vic Church (Kaw).
30-40 B: 1. Jack Coulter (Hon); 2. Jim Harris (Suz).
30-40 C: 1. Ron Postma (Kaw); 2. Deanna Holbrook (KTM)
80 INT: 1. Travis Berry (Kaw).
125 INT: 1. Chad Berry.

Davis scrambles to Square Deal M/C win

By Tom Blachek

BELDEN HILL, NY, JAN. 8

Glen Davis used the added traction of studded tires to claim victory in the Expert class at Square Deal Motorcycle Club's mud and snow scrambles. This was the first time studded tires were allowed at a Square Deal Riders M/C event.

Randy Gardner grabbed the holeshot with Craig Estelle and Davis close behind. The order remained the same until the third lap when Gardner and Estelle began losing screws from their tires, allowing Davis to grab the lead. Russ Baldwin turned in his best ride of the winter to finish second.

Open class series point leader, Doug Jenks, raced to the front of his class early. On the fourth lap, Jenks began losing screws from his rear tire. Jerry Cerio was then able to take the lead and the win.

The biggest round of applause at the trophy presentation was for thirteen-year-old Wayne Scott for his win in the Mini class. Scott's high flying antics off the jumps dazzled and amazed the spectators. Scott not only beat all of the mini riders, but all the Open class riders also. ●

Results

0-100: 1. Wayne Scott (Hon); 2. Bob Harris (Kaw); 3. Chris Belles (Hon); 4. Dan Bidwell (Hon).
101-200: 1. Scott Snyder (Kaw); 2. Tim Gardner (Kaw); 3. Steve Rynearson (Hon); 4. Jay Mitrowitz (Hus); 5. Mark Holt (Kaw).
201-250: 1. Ty Botsford (KTM); 2. Jim Congden (KTM); 3. Ted Baker (Hon); 4. Jeff Congden (C-A); 5. Mark Edwards (Hon).
251-OPEN: 1. Jerry Cerio (KTM); 2. Doug Jenks (Kaw); 3. Doug Welch (Hon).
NOV: 1. Gregory Shyuman (Kaw); 2. Duane Manzer (Kaw); 3. A.J. Fabian III (Hon); 4. Ron Williams (Suz); 5. Kevin Welch (Yam).
SR B: 1. Ted Grabowski (KTM); 2. Mike McKinney (Yam); 3. Joe Arcesi (Hon); 4. Jeff Simmons (KTM); 5. Ron Craig (Suz).
SR A: 1. Gary Socia (KTM); 2. Russ Baldwin (Kaw); 3. Bill Mosher (Kaw); 4. Bruce Miller (Hon).
EX: 1. Glen Davis (Kaw); 2. Russ Baldwin (Kaw); 3. Bruce Miller (Hon); 4. Randy Gardner (Kaw); 5. Craig Estelle (Hon).

Video REVIEW

V-Four Victory

Halmar Video $54.95

Ever wonder what it's like to ride the 850cc works Honda V-four? At nearly race-speed on a 37-mile lap of the Isle of Man? "Awesome!" doesn't define it. Like the jump to light-speed in Star Wars . . . like piloting, two feet off the ground, a fighter jet around town, this videotape gives you the sight and the sound of the experience of the 80s — the 180 mph world of the Grand Prix racers, only with houses and hedges and stone walls and mountainsides lining the edge. You provide the gasps and puckers.

That 19-minute segment from the point of view of Joey Dunlop, works racer and Isle of Man master, is the highlight of V-Four Victory and it's worth the price of the whole 50-minute cassette. For the first 31 minutes of the tape, pour yourself a cup of tea and enjoy the 1983 Isle of Man TT races and the Ulster, Ireland Grand Prix, featuring high quality camera work and dry British humor.

Golden Mountain

Halmar $54.95

Two Isle of Man TT road races make up this tape package — the color coverage of the 1961 race featuring Mike the Bike Hailwood doing the double on the "new" 250 Honda and the old Manx Norton. Then black-and-white BBC coverage of the 1963 Senior (500cc) TT. It is interesting to compare this tape with V-Four Victory to see how the sport has progressed in 20 years. Fifty-two minutes.

American Challenge

Halmar $54.95

In 1978 Steve Baker made the first serious U.S. effort at world-class road racing in the short-lived Formula 750 World Championship. Then fast-forward to 1982 and the emergence of a guy named Freddie Spencer at the Belgian GP. This is 62 minutes of good stuff.

Speedway Spills

RAZ Video $29.95

This tape is about 100 graphic examples of dramatic crashes and crash dramatics, those rough and dirty get-offs and get-ups that define the Speedway Spirit. These "Over the Edge" funny examples are spliced together with grandstand fights and rock music. Every biker should have one, if only for parties.

1988 World Team Cup

RAZ Video $29.95

Bring the best speedway racers in the world to one of the best tracks in the world (Long Beach, California), cover it all with cameras, and you get everything exciting about sideways sliding except the dirt in your face. World Champion Hans Nielsen of Denmark wins it all. If you only own one speedway tape, this has to be it. Good track, good racing, pretty good videotape, except for a couple of glitches. Sixty minutes.

1988 Ice Racing Series

RAZ Video $39.95

This tape delivers a lot of racing, six nights of speedway bikes on a frozen oval to determine the AMA Ice Racing Champion. Nearly three hours of action from Tacoma to San Diego, including some good point-of-view footage taken by a helmet camera. The riders show up well on ice.

All of these VHS tapes are available free of shipping and handling charges, from Cycle News Products, Box 498, Long Beach, CA 90801-0498, or call (213) 427-7433 during business hours.

Chuck Clayton

The Desire to Win

Videos by Professor Bailey $54.95

As Gary Bailey's title suggests, this video is aimed at riders who take their racing seriously and are working to improve their riding skills in order to win at motocross. It's not strictly for entertainment like some of his race videos; this one's a purely educational video.

But it isn't a simple how-to video. After some spectacular slow-motion footage to open the show, the video focuses on Bailey and his suggestions on how to improve your riding and fulfill your desire to win races. Bailey merely stands in front of the camera and tells the viewer how to improve riding skills and prepare for racing, both mentally and physically. A few race scenes are used to break up the lecture and illustrate points such as physical conditioning.

One of the strongest points Bailey makes is that you can improve your riding by watching the correct form of positive role models in action. This, says Bailey, forms an image in your mind, and your body will ultimately try to copy that image.

Bailey then supports his point with excellent race footage of positive role models such as Rick Johnson, Jeff Ward, Ron Lechien, David Bailey and Broc Glover. Bailey explains the correct techniques you should use for a given section of track, then shows one of the role models displaying the correct form. The rider is shown several times in slow motion while Bailey points out the correct body positioning and riding techniques.

The Desire to Win is an excellent training video, and all of the slow-motion race footage makes it entertaining as well. A 20-minute audio cassette tape is also included with the video and allows you to hear all of Bailey's advice when you're not in front of a television screen, such as on your way to the races.

The video and cassette tape are available for $54.95, plus $3.00 shipping, from Videos by Prof. Bailey, P.O. Box 130, Axton, VA 24054-0130, 703/650-3030. Sixty minutes.

Nate Rauba

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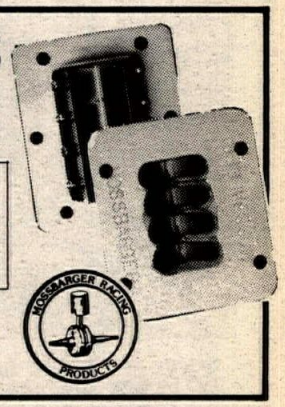

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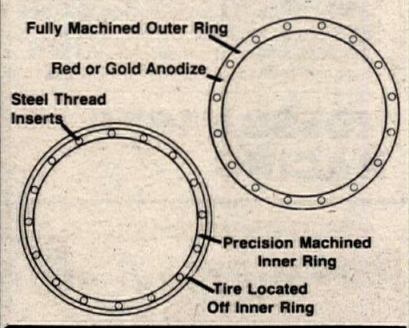

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Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/26	Suzuka, Japan
4/9	Phillip Island, Australia
4/16	Laguna Seca, United States
4/30	Jerez, Spain
5/14	Misano, Italy
5/28	Hockenheim, West Germany
6/4	Salzburg, Austria
6/11	Rijeka, Yugoslavia
6/24	Assen, Holland
7/2	Spa, Belgium
7/16	Le Mans, France
8/6	Donington Park, England
8/27	Brno, Czechoslovakia
9/17	Goiania, Brazil

*Tentative

World C'ship Superbike Road Race Series

3/26	Donington Park, England
4/30	Hungaroring, Hungary
5/14	Rio de Janeiro, Brazil
5/21	Buenos Aires, Argentina
6/4	Mosport, Canada
6/11	Brainerd, MN, USA
6/22	Assen, Holland
7/2	Oesterreichring, Austria
7/30	Paul Ricard, France
8/27	Sugo, Japan
9/17	Hockenheim, West Germany
9/24	Pergusa, Sicily
10/8	Oran Park, Australia
10/15	Manfield, New Zealand

World C'ship 500cc MX Series

4/2	Valkenswaard, Holland
4/16	St. Jean d' Angeley, France
4/23	Schwanenstadt, Austria
5/7	Fermo, Italy
5/28	Ruskeasanta, Finland
6/4	Huskvara, Sweden
6/18	Hollister, CA, United States
7/2	Balasserona, San Marino
7/23	Farleigh Castle, Great Britain
8/6	Namur, Belgium
8/13	Ettlebruck, Luxembourg
8/27	Wohlen, West Germany

World C'ship 250cc MX Series

4/2	TBA,Yugoslavia
4/16	Payerne, Switzerland
5/7	Sittendorf, Austria
5/28	Sverepec, Czechoslovakia
6/4	Herleen, Holland
6/18	Rozerieulles, France
7/2	Maracay, Venezuela
7/9	Unadilla, NY, United States
7/23	Reiserberg, West Germany
8/6	Ulricehamn, Sweden
8/13	Hyvinkaa, Finland
8/27	Angreau, Belgium

World C'ship 125cc MX Series

4/2	Faenza, Italy
4/16	Moron, Spain
4//23	Cortehle, Portugal
5/7	Oss, Holland
5/28	Borgloon, Belgium
6/4	Gerstetten, West Germany
6/18	Dalecin, Czechslovakia
7/2	TBA, Great Britain
7/8	Killinchy, N. Ireland
8/6	Campos Jordao, Brazil
8/13	Cosquin, Argentina
8/27	Ahun, France

Motocross des Nations

9/10	Gaildorf, West Germany

International Six Days Enduro

9/25-30	Waldurn, West Germany

World C'ship Observed Trials Series

3/19	England
3/25	Ireland
4/30	Italy
5/29	USA
6/4	Canada
6/25	France
7/9	Switzerland
7/16	Spain
7/30	Austria
8/6	Czechoslovakia
8/27	West Germany
9/10	Luxemburg

Trials des Nations

9/17	Belgium

Camel Pro/AMA Grand National C'ship Dirt Track Series

*3/11	Daytona Beach, FL ST
4/8	Sacramento, CA M
5/13	Gardena, CA H/M
*5/21	San Jose, CA M
5/28	Springfield, IL M
*6/3	Louisville, KY H/M
6/24	Lima, OH H/M
7/1	Hagerstown, MD H/M
*7/15	Parkersburg, WV H/M
*7/23	DuQuoin, IL M
*August TBA	Peoria, IL TT
*8/26	Indianapolis, IN M
*9/3	Springfield, IL M
*9/10	Syracuse, NY M
9/17	San Jose, CA M
*9/30	Gardena, CA H/M
*10/7	Sacramento, CA M

* Will include Camel Challenge race.
Schedule subject to change.
Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/12	Daytona, FL
5/7	Road Atlanta, GA
6/18	Loudon, NH
6/25	Road America, WI
7/2	Heartland Park, KS
7/9 or 9/10	Laguna Seca, CA
8/6	Mid-Ohio, OH
8/13	Sears Point, CA
10/22	Moroso, FL

*Tentative
Info 614/891-2425

AMA/CCS C'ship Endurance Series

3/4-11	Daytona, FL
5/13-14	Atlanta, GA
6/17-18	Loudon, NH
6/24-25	Elkhart Lake, WI
7/8-9	Monterey, CA
8/5-6	Lexington, OH
8/13	Atlanta, GA
9/10	Talladega, AL
9/30-10/1	Sonoma, CA
10/28-29	Daytona, FL

Info 704/684-4297

AMA Nat'l C'ship SX Series

1/28	Anaheim, CA
2/4-5	Seattle, WA
2/11	San Diego, CA
2/18	Miami, FL
2/25	Atlanta, GA
3/11	Daytona Beach, CA
3/18	Houston, TX
3/25	Tampa, FL
4/1	Dallas, TX
4/15-16	Pontiac, MI
5/6	E. Rutherford, NJ
6/3	Oklahoma City, OK
6/10	Los Angeles, CA

Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

3/5	Gainesville, FL
4/23	Sacramento, CA
4/30	Axton, VA
5/21	Southwick, MA
5/28	Mt. Morris, PA
7/2	Buchanan, MI
7/9	250cc GP New Berlin, NY
7/16	Troy, OH

Info 614/891-2425

AMA 125/500cc Nat'l C'ship MX Series

6/18	500cc GP Hollister, CA
8/20	Millville, MN
8/27	Washougal, WA
9/24	Binghamton, NY
10/1	Delmont, PA
10/8	Budds Creek, MD
10/15	New Berlin, NY
10/29	Hollister, CA

Info 614/891-2425

AMA Nat'l Enduro Series

2/19	Clear Creek, CA
3/19	Maxeys, CA
4/23	Morrison, IL
5/7	Traverse City, MI
5/28	McArthur, OH
7/23	Goodman, MS
8/13	Speedsville, NY
8/20	Moorestown, MI
9/3	New Waverly, TX
9/10	Winterset, IA
10/22	W. Greenwich, RI
10/29	TBA

* Tentative

AMA Northeast C'ship Ice Race Series

2/11-12	Lake George, NY
2/19	Honeoye, NY
2/26	Honeoye, NY

Info 315/789-7293

AMA Nat'l C'ship Hare Scramble Series

1/29	Hollister, CA
2/26	Shreveport, LA
3/10	Daytona, FL
4/2	Hurricane Mills, TN
4/9	Cadiz, KY
4/16	Redding, CA
5/14	St. Johns, PA
5/21	Flat Top, WV

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

1/22	Lucerne, CA
2/12	Ridgecrest, CA
4/2	Murphy, ID
7/30	Wells, NV
8/27	Wells, NV
9/10	Maybelle, CO
10/22	Lucerne, CA

Info 614/891-2425

AMA/Wiseco Grand Nat'l Cross Country Series

3/12	Sanford, NC
4/2	Hurricane Mills, TN
4/16	Brownsville, PA
4/30	Tarentum, PA
5/21	Beckley, WV
6/4	Bristol, TN
6/18	Davis, WV
9/10	Hookstown, PA
9/24	Waterford, OH
10/8	Mt. Morris, PA
10/29	Tarentum, PA

Info 304/594-1157

IDBA Nat'l C'ship Drag Race Series

3/10-12	Birmingham, AL
4/14-16	Memphis, TN
5/19-21	Bowling Green, KY
6/16-18	Rockingham, NC
7/14-16	Columbus, OH
8/11-13	Ontario, CAN
9/15-17	Norwalk, OH
10/13-15	Commerce, GA

Info 205/849-7886

SETRA C'ship Enduro Series

1/22	Clinton, SC
1/29	Sumter, SC
3/5	Pelion, SC
3/12	Palatka, FL
3/19	Maxey, GA
4/30	Raeford, FL
5/14	Abbeville, SC

Info 404/532-6832

SETRA C'ship Hare Scramble Series

2/5	Maxeys, GA
2/26	Sumter, SC
4/2	Sevierville, TN
5/21	Union, SC

Info 404/967-3630

WERA Formula USA Nat'l C'ship Road Race Series

5/6-7	Willow Springs, CA
5/20-21	Portland, OR
6/3-4	Pocono, PA
7/1-2	Grattan, MI
9/2-3	Memphis, TN
9/9-10	Willow Springs, CA
10/7-8	Indianapolis, IN
11/4-5	Braselton, GA

Info 803/681-9372

WERA Nat'l Endurance Road Race Series

3/4	Talladega, AL

3/18	Faulkville, GA
4/8	Rockingham, NC
4/29	E. St. Louis, IL
5/6	Rosamond, CA
5/20	Portland, OR
7/1	Grattan, MI
7/15-16	Garrettsville, OH
8/5	Long Pond, PA
9/2	Millington, TN
9/9-10	Rosamond, CA
10/7	Clermont, IN
10/14	College Station, TX
11/3	Braselton, GA

Info 803/681-9372

SERA C'ship Enduro Series

3/5	Wiggins, MS
3/19	Leesdale, LA
4/16	Meridian, MS
4/30	Hattiesburg, MS
5/14	Wiggins, MS
5/28	Alexandria, LA
7/23	AMA Nat'l Goodman, MS
8/13	Breezy Hill, LA
9/10	Goodman, MS
9/24	Maline, AL
10/8	Saucier, MS
11/12	Selma, AL

Info 504/748-8569

SERA C'ship Hare Scrambles Series

4/2	Goodman, MS
6/11	Watson, LA
6/25	Selma, AL
7/9	Wiggins, MS
8/27	Hattiesburg, MS

Info 504/748-8569

NATC Nat'l C'ship Trials Series

5/20	Cuba, NY
5/21	Steubenville, OH
5/27	Winchester, TN
6/24-25	Gainesville, TX
7/1	Cedar City, UT
7/4	TBA, CO
9/2	Seattle, WA
9/4	Bridge of the Gods, WA

ATA C'ship Trials Series

2/19	Lucerne Valley, CA
3/19	Lucerne Valley, CA
5/13-14	La Cresta, CA
6/3-4	Big Bear, CA
9/17	Cactus Flats, CA
10/8	Corral Canyon, CA
10/29	Lucerne Valley, CA
11/12	TBA

ARRA C'ship Series

1/28-29	Willow Springs, CA
2/4-5	Willow Springs, CA
2/25-26	Willow Springs, CA
3/18-19	Willow Springs, CA
4/8-9	Willow Springs, CA
5/20-21	Willow Springs, CA
6/17-18	Willow Springs, CA
7/1-4	Willow Springs, CA
7/22-23	Willow Springs, CA
8/12-13	Willow Springs, CA
8/26-27	Willow Springs, CA
9/16-17	Willow Springs, CA
10/21-22	Willow Springs, CA
11/11-12	Willow Springs, CA
12/16-17	Willow Springs, CA

Info 805/966-5700

Sabine Enduro Circuit Series

2/19	Fort Hood, TX
3/5	Thurber, TX
3/12	Kirby, AR
3/19	Leesville, LA
4/9	Nacogdoches, TX
4/30	Rockne, TX

Info 409/722-7926

MXNW Super Series

5/6	Woodland, WA
5/21	Sandy, OR
6/4	Portland, OR
7/2	Albany, OR
7/16	Washougal, WA

Info 503/761-6042

Mickey Thompson Off-Road C'ship Series

1/21	Anaheim, CA
2/25	San Diego, CA
3/18	Seattle, WA
4/8	New Orleans, LA
4/15	Houston, TX
5/6	Pasadena, CA
7/15	Los Angeles, CA
*9/16	Denver, CO
*10/7	Las Vegas, NV

*Tentative

Info 714/938-4100

MRA C'ship Series

5/7	Longmont, CO
5/21	Denver, CO
6/4	Aspen, CO
6/25	Denver, CO
7/16	Denver, CO
7/30	Longmont, CO
8/12	Endurance, Denver, CO
8/13	Denver,CO
8/27	Pueblo, CO
9/9-10	Steamboat Springs, CO
9/24	Denver, CO

*Tentative

Info 303/443-7446

Florida Winter AMA Series

1/21-22	Cocoa, FL

Info 813/822-8929

AMA Florida Grand Slam Series of MX

2/25	Atlanta, GA
3/4	Miami, FL
3/6	Daytona Beach, FL
3/11	Daytona Beach, FL
3/25	Tampa, FL
4/1-2	Gainesville, FL

Info 813/822-8929

AFM North C'ship Series

3/18-19	Sonoma, CA
4/2	Sonoma, CA
5/13-14	Sonoma, CA
6/3-4	Sonoma, CA
7/22-23	Sonoma, CA
8/6	Sonoma, CA
8/26-27	Sonoma, CA
10/22	Sonoma, CA

Info 327-0908

AFM South C'ship Series

2/11-12	Riverside, CA
3/25-26	Riverside, CA
4/1-2	Riverside, CA
8/5-6	Riverside, CA

Info 818/365-8232

Texas Arenacross Series

1/20-22	Belton, TX
2/10-12	Ft. Worth, TX

Info 817/433-5587

Toyota/Dunlop Formula USA Road Race Series

3/4-5	Willow Springs, CA
4/1-2	Willow Springs, CA
5/6-7	Willow Springs, CA
6/3-4	Willow Springs, CA
9/8-10	Willow Springs, CA
9/30-10/1	Willow Springs, CA

Info 805/256-2471

USBA Road Race Series

4/30	Salt Lake City, UT
5/13	Salt Lake City, UT
5/14	6-Hr.End. Salt Lake City, UT
6/11	Salt Lake City, UT
7/23	Salt Lake City, UT
8/20	Salt Lake City, UT
9/3	Salt Lake City, UT
9/17	Salt Lake City, UT
10/1	Salt lake City, UT

Info 801/546-0216

SCORE Int'l Off-Road Series

1/27-29	Parker 400 Parker, AZ
3/10-12	Great Mojave 250 Lucerne Valley, CA
6/2-4	Presidente Baja Int'l Ensenada, Baja, Mexico
11/9-12	Presidente Baja 1000 Ensenada, Baja CA, Mexico

CMC Golden State Motocross Nationals

1/21-22	Adelanto, CA
1/28-29	Carlsbad, CA
2/5	Marysville, CA
2/12	Adelanto, CA
2/19	Brentwood, CA
2/26	San Bernardino, CA

SRA Grand Prix C'ship Series

1/29	San Bernardino, CA
2/26	Carlsbad, CA
3/19	Perris, CA
4/16	Rosarito Bch, Baja, Mex.
4/30	San Bernardino, CA
5/21	Carlsbad, CA
6/25	Perris, CA
7/30	Carlsbad, CA
8/27	Perris, CA
9/24	Carlsbad, CA
10/15	Rosarito Bch, Baja, Mex.
10/29	San Bernardino, CA
11/19	Perris, CA

Info 714/957-2985

Triple Crown of Baja Off Road Series

2/10-12	San Felipe, B.C., Mex.
5/5-7	Tecate, B.C., Mex.
7/14-16	Mexicali, B.C., Mex.
9/15-17	San Felipe, B.C., Mex.

Info 818/340-5750

Grans Prix de Baja Series

3/4	Rosarito Beach, B.C., Mex.
6/17	Tecate, B.C., Mex.
8/26	Ensenada, B.C., Mex.
10/21	San Felipe, B.C., Mex.

Info 818/340-5750

JANUARY						
S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
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29	30	31				

FEBRUARY						
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

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January 20

WASHINGTON ARENACROSS
MXNW Series. Clark County Fairgrounds, Vancouver. Info 503/661-6813.

January 21

CALIFORNIA MOTOCROSS
• Ventura County Fairgrounds, Ventura. Info 805/656-1122.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA SHORT TRACK
Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Knucklesville MX, Dahlonega. Info 404/864-8735.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
WASHINGTON MOTOCROSS
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.

January 21-22

CALIFORNIA MOTOCROSS
• CMC Golden State Nationals, Round #3. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
FLORIDA MOTOCROSS
• WorldSports. 19th Annual Florida Winter AMA Series. Cocoa. Info 813/822-8929.

January 22

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389.
CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
• SMX. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA HARE & HOUND
AMA/D-37/ Best of the West Series. Desert MC. Lucerne Valley Info 714/636-1683.
CALIFORNIA HARE SCRAMBLES
Timekeepers MC. Clear Creek Recreational Area, Coalinga. Info 408/730-5667 or 997-7487.
GEORGIA MOTOCROSS
Hillbilly Hills, Roberta. Info 912/836-4400 or 836-4234.
INDIANA ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
INDIANA ICE RACE
J & M Racing. Clear Lake, La Porte. Info 219/324-7180.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
NEW YORK ICE RACE
Electric City Riders MC. Saratoga Lake, Schenectady.* Loc. subject to change. Info 518/399-4270 or 374-7979.
NEW YORK ICE RACE
Tri State MC Ltd. Crestview Lake, New Windsor, Newburg. Info 914/427-2248.
OHIO SHORT TRACK
All Pro-Motions, Inc. Burbank Sports Arena, Burbank. Info 216/624-2852.

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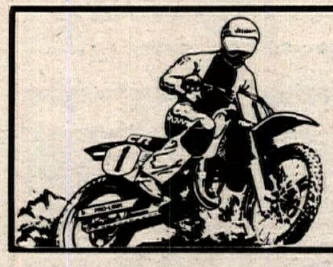
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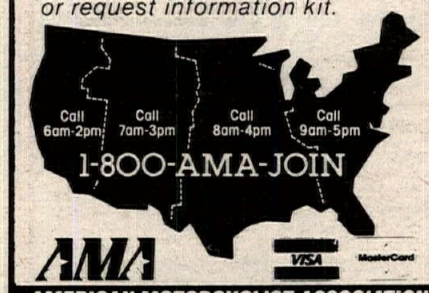

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February 26 Bithlo, FL
March 12 Valdosta, GA
March 19 Ocala, FL

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SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA ENDURO
SETRA C'ship Series/Greenville Enduro Riders. Lil' Brown Jug Enduro. Sumter Nat'l Forest, near Clinton. Info 404/532-6832 or 803/834-4145.
SOUTH CAROLINA MOTOCROSS
• NAME Winter Series. Camp Coker Motorsports Park, Society Hill. Info 919/342-4492.
SOUTH CAROLINA MOTOCROSS
AMA. Sandhill MX, Chesterfield. Info 803/623-2036.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
Skeeter MX, Alvin. Info 409/925-4232.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
WISCONSIN ICE RACE
• Central WI Ice Racers, Inc. Lodi. Info 608/249-0240.

January 27-28

CALIFORNIA ICE RACE
• ICE West Coast Ice Speedway C'ship. Arco Arena, Sacramento. Info 602/299-0206.
OREGON ARENACROSS
MXNW Series. Salem Fairgrounds, Salem. Info 503/928-4474.

January 27-29

ARIZONA DESERT RACE
• SCORE Int'l Off-Road Series. SCORE Parker 400, Parker. Info 818/889-9216.

January 28

CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Knucklesville MX, Dahlonega. Info 404/864-8735.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
IDAHO SHORT TRACK
Owyhee MC, Fairgrounds, Caldwell. Info 208/888-7357.
NEW YORK ICE RACE
AMA N.E. C'ship Series. Cobb's Hill Park, Rochester. Info 315/789-7293.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

January 28-29

CALIFORNIA MOTOCROSS
• CMC Golden State Nationals, Round #4. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
MICHIGAN ICE RACE
• AMA/DM Promotions, Inc. Vandercook Lake, Jackson. Info 419/478-1836.
MICHIGAN ICE RACE
AMA/Polka Dots MC. Gladwin Ice Carnival Grounds, Albright Shores. Info 517/835-9355.

January 29

ALABAMA HARE SCRAMBLE
Heart of Dixie Dirt Riders Winter Series. Double Springs. Info 205/221-7065 or 221-3163.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389.
CALIFORNIA MOTOCROSS
CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
PRRA/Holiday MX Series. Hollister Hills MX, Hollister. Info 415/968-1599.
CALIFORNIA GRAND PRIX
SRA. New Year GP. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CALIFORNIA ENDURO
AMA/D-37/Ventura County MC. Qualifier. Randsburg. Info 805/647-8301.
CALIFORNIA HARE SCRAMBLES
Cowpuncher Nat'l H.S. AMA/D-36/2 & 2 Racing Team. Hollister Hills SVRA, Upper Ranch, Hollister. Info 408/293-2743.
CALIFORNIA SUPERCROSS
CRC/Over The Hill Gang. Anaheim Stadium, Anaheim. Info 213/864-9282.
FLORIDA TRIALS
FTA Observed Trials Series. Crooms. Info 904/596-0047.
FLORIDA MOTOCROSS
AMA. MX of Marion County, Reddick. Info 904/591-2377 or 591-2050.
INDIANA ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
INDIANA ICE RACE
J & M Racing. Clear Lake, La Porte. Info 219/324-7180.
MARYLAND HARE SCRAMBLES/MX
• AMA/D-7. Budds Creek Int'l MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEW YORK ICE RACE
Tri State MC Ltd. Crestview Lake, New Windsor, Newburg. Info 914/427-2248.
NEW YORK ICE RACE
AMA/Square Deal Riders MC. Chenango Outdoor Equipment, Norwich. Info 607/729-5395.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SHORT TRACK
All Pro-Motions, Inc. Burbank Sports Arena, Burbank. Info 216/624-2852.
SOUTH CAROLINA ENDURO
SETRA C'ship Series. Sumter Enduro. Sumter. Info 404/532-6832.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
• NAME Winter Series. Camp Coker Motorsports Park, Society Hill. Info 803/378-4715.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE POKER RUN
Dallas Ricker Complex, Greeneville. Info 615/323-5497.
TENNESSEE MOTOCROSS
Winter Series. B & J MX, Clarksville. Info 502/522-6389.
WASHINGTON SCRAMBLES
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.
WISCONSIN ICE RACE
Central WI Ice Racers, Inc. Marshfield. Info 715/384-4555.

February 3

WASHINGTON ARENACROSS
MXNW Series. Clark County Fairgrounds, Vancouver. Info 503/661-6813.

February 4

CALIFORNIA GRAND PRIX
AMA/D-37 Best in the West Series. Desert Vipers MC. Adelanto.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA SHORT TRACK
R & D Racing. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• SMX. Perris Racway, Perris. Info 714/583-7486.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
WASHINGTON MOTOCROSS
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.

February 4-5

CALIFORNIA GRAND PRIX
D-37/Desert Vipers MC. Adelanto. Info 714/542-8377.

February 5

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389.
CALIFORNIA MOTOCROSS
• CMC/Golden State MX Nat'ls. Marysville E Street Track, Marysville. Info 714/261-6116.
CALIFORNIA MOTOCROSS
CRC. DeAnza Cycle Park, Sunnymead. Info 805/272-8889.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Ancient Dry Lakebed, El Centro, Imperial County. Info 619/427-5759.
CALIFORNIA SUPERCROSS
RCR/Life's a Beach/Shock-Tech. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MX/ OFF ROAD RACE
Miller High Life Off Road & Goat Breker MX. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
FLORIDA ROAD RACE
AMA/CCS C'ship Series. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
INDIANA ICE RACE
J & M Racing Club Inc. Clear Lake, La Porte. Info 219/324-7180.
INDIANA ICE RACE
H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
INDIANA HARE SCRAMBLES
Haspin C'ship HS Series. Laurel. Info 317/827-0952.
MARYLAND HARE SCRAMBLES/MX
• AMA/D-7. Budds Creek Int'l MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ICE RACE
Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
MICHIGAN ICE RACE
AMA/D-14/Valley Trail Riders MC. Gladwin County Ice Carnival Grounds, Albright Shores. Info 517/697-4425.
MINNESOTA ICE RACE
Central WI Ice Racers Inc. Winona. Info 612/565-3610.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEW YORK ICE RACE
AMA/Square Deal Riders MC. Chenango Outdoor Equipment, Norwich. Info 607/729-5395.
NEW YORK ICE RACE
Tri State MC Ltd. Crestview Lake, New Windsor, Newburg. Info 914/427-2248.
NEW YORK ICE RACE
NY State C'ship. Electric City Riders MC. Warners Lake, East Berne. Info 518/399-4270 or 374-7979.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. 6th Annual Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO SHORT TRACK
All Pro-Motions Inc. Burbank Sports Arena, Burbank. Info 216/624-2852.
OREGON MOTOCROSS
MXNW Series. Albany Supercross, Albany. Info 503/928-4474.
SOUTH CAROLINA MOTOCROSS
• Winter Series. Camp Coker Motorsports Park, Society Hill. Info 803/378-4715.
SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

February 10-11

ARIZONA ICE RACE
• I.C.E. Speedway Ice Race C'ships. Arizona Veterans Memorial Coliseum, Phoenix. Info 602/299-0206.
OREGON ARENACROSS
MXNW Series. Salem Fairgrounds, Salem. Info 503/928-4474.

February 10-12

MEXICO OFF ROAD RACE
• Triple Crown of Baja Series. Gran Carrera de San Felipe. San Felipe, B.C. Info 818/340-5750 or 992-6355.

February 11

CALIFORNIA SHORT TRACK
• R & D Racing. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA POKER RUN
SCEC. Barstow. Info 714/689-6114.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/583-7486.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Knucklesville SX, Dahlonega. Info 404/864-8735.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
IDAHO SHORT TRACK
Owyhee MC. Fairgrounds, Caldwell. Info 208/888-7357.
OHIO SHORT TRACK
AMA/D-12/Triangle MC. Marion Fairgrounds Coliseum, Marion. Info 614/383-3887 or 419/845-3148.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.

February 11-12

CALIFORNIA SAND DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
MICHIGAN ICE RACE
AMA/D-14/Polka Dots MC. Gladwin County Ice Carnival Grounds, Albright Shores. Info 517/835-9355.
NEW YORK ICE RACE
AMA Northeast C'ship Ice Racing Series. Lake George. Info 315/789-7293.

February 12

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389.
CALIFORNIA MOTOCROSS
• 13th Annual CMC Golden State Nat'l C'hip Series. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA ENDURO
SCEC. Candy Ass Enduro. Barstow. Info 714/689-6114.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway,

Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
GEORGIA HARE SCRAMBLES
Winter Series. Borderline H.S., Tallapoosa. Info 404/941-8464.
INDIANA ICE RACE
H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
INDIANA ICE RACE
J & M Racing Club, Inc. Clear Lake, La Porte. Info 219/324-7180.
MARYLAND HARE SCRAMBLES/MX
● AMA/D-7. Budds Creek Int'l MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 508/943-9197.
NEW YORK ICE RACE
Tri State MC Ltd. Crestview Lake, New Windsor, Newburg. Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SHORT TRACK
All Pro-Motions Inc. Indoor dirt oval. Burbank Sports Arena, Burbank. Info 216/624-2852.
OHIO HARE SCRAMBLES
Sunset Ramblers MC, Galion. Info 419/756-8601 or 468-3213.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
AMA. Sandhill MX, Chesterfield. Info 803/623-2036.
SOUTH CAROLINA MOTOCROSS
Hell Hole Creek Motorsports Park, Leesville. Info 803/532-5778.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE POKER RUN
Dallas Ricker Complex, Greeneville. Info 615/323-5497.
TEXAS MOTOCROSS
● Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
Skeeter MX, Alvin. Info 409/925-4232.
WASHINGTON SCRAMBLES
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.
WISCONSIN ICE RACE
Central WI Ice Racers, Inc. Merrillan. Info 715/333-2204.

February 17

PENNSYLVANIA SHORT TRACK
● AMA. Trail-Way Speedway. PA Farm Show Arena, Harrisburg. Info 717/359-4310.
WASHINGTON ARENACROSS
MXNW Series. Clark County Fairgrounds, Vancouver. Info 503/661-6813.

February 18

CALIFORNIA SHORT TRACK
R & D Racing. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
● Ventura County Fairgrounds Raceway, Ventura. Info 805/656-1122.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. 9th Annual King of the Desert. Imperial County, Ancient Dry Lakebed, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/583-7486.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Knucklesville SX, Dahlonega. Info 404/864-8735.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
WASHINGTON MOTOCROSS
MXNW Series. Woodland Winter Track, Woodland. Info 503/667-5701.

February 18-19

PENNSYLVANIA SUPERCROSS
●AMA. Trail-Way Speedway, PA Farm Show Arena, Harrisburg. Info 717/359-4310.

February 18-20

CALIFORNIA SIDECAR RALLY
So. Cal. Sidecar Experience. Brass Monkey Sidecar Rally. Death Valley. Info 602/883-8275.

February 19

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389.
ALABAMA HARE SCRAMBLES
Winter Series. Heart of Dixie Dirt Riders, Double Springs. Info 205/221-7065.
CALIFORNIA MOTOCROSS
● CMC Golden State Nationals Series. Sandhill Ranch, Brentwood. Info 714/261-6116.
CALIFORNIA POKER RUN/TRAIL RIDE
Malcolm Smith Trail Ride/Poker Run. Soboba Indian Reservation, San Jacinto. Info 714/654-9436.
CALIFORNIA GRAND PRIX
CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA TRIAL
ATA Series. Plonker. Valentine Trial. Lucerne Valley. Info 714/841-2929 or 213/843-4415.
CALIFORNIA ENDURO
AMA Nat'l C'ship Series. Salinas Ramblers. Clear Creek. Info 408/449-7304.
CALIFORNIA SUPERCROSS
RCR/Life's a Beach/Shock-Tech. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MOTOCROSS
● SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
FLORIDA MOTOCROSS
● SuperSports. Gatorback Nat'ls Sneak Preview. Gatorback park, Gainesville. Info 813/822-8929.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
INDIANA ICE RACE
J & M Racing Club Inc. Clear Lake, La Porte. Info 219/324-7180.
INDIANA ICE RACE
H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
MARYLAND HARE SCRAMBLES/MOTOCROSS
● AMA/D-7. Budds Creek Int'l MX, Budds Creek. Info 301/475-2000.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Inc. Pearl. Info 601/939-2017 or 939-5077.
NEW YORK ICE RACE
Electric City Riders MC, Schenectady. Info 518/374-3116 or 399-4270.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC. Belden Hill Clubgrounds, Harpursville. Info 607/693-1975.
NEW YORK ICE RACE
AMA Northeast C'ship Ice Race Series. California Ranch, Honeoye. Info 315/789-7293.
NEW YORK ICE RACE
Tri State MC Ltd. Crestview Lake, New Windsor, Newburg. Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
● SEMX 6th Annual Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO SHORT TRACK
All Pro-Motions, Inc. Burbank Sports Arena, Burbank. Info 216/624-2852.
OREGON SUPERCROSS
MXNW Series. Albany SX Track, Albany. Info 503/928-4474.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
● Winter Series. Camp Coker MX, Society Hill. Info 803/378-4715.
SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.
TENNESSEE MOTOCROSS
Winter Series #2. B & J MX, Inc. Clarksville. Info 502/522-6389.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS ENDURO
Sabine Enduro Circuit Series. Cowhouse Enduro. Fort Hood. Info 409/722-7926 or 835-8512.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN ICE RACE
Central WI Ice Racers, Inc. Eagles Nest, Camp Douglas. Info 608/427-3126.

February 24-25

CONNECTICUT ICE SPEEDWAY
● ICE World Cup Ice Speedway C'ship. New Haven Veterans Memorial Coliseum, New Haven. Info 602/299-0206.
OREGON ARENACROSS
MXNW Series. Salem Fairgrounds, Salem. Info 503/928-4474.

February 25

CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____

Salinas Ramblers
Quicksilver

18th Annual
National Enduro
Stroh's Beer
100 MILES
AMA RULES IN EFFECT
AMA Sanctioned
Sunday
Feb. 19, 1989
3 Day Holiday Weekend
FLYERS DONATED BY JOSEPH GEORGE DISTRIBUTORS
FOR INFORMATION CALL (408) 449-7304

Keytime 7:30 1st Rider out at 7:31 am 600 Rider Limit	ENTRY FEE $27.00* 3 Man Team 6.00 NAME CHANGE 5.00	CUSTOM JACKETS To Class Winners Finisher Pins to Those Completing All Checks	C Riders will go two loops – 80 miles with more resets and free time	District 36 point event pre-entry ONLY

*Includes $2.00 BLM Land Use Fee Per Rider and $1.00 District 36 Legislative Action Office

Entry Forms Available At:
YAMAHA OF SALINAS
330 Kings Street, Salinas, CA 93905
(408) 422-3232
Or Write To:
SALINAS RAMBLERS M.C.
c/o Derrick Morris
1467 Linwood Drive, Salinas, CA 93906

START, GAS & Finish on SRMC Club Property 38 miles East of King City, 30 miles North of Coalinga. Paved roads in all directions.
DRAWING
JAN. 26, 1989
MAIL ENTRIES CLOSE FEB. 1
Rider numbers and information will be mailed after closing date.
Protect Your Right To Ride
Join Dirt Alert Today!

CAUTION: Some parts of riding area contain asbestos.

CYCLE SERVICE KTM
Cycle Service now has KTM.
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1989 DXC In Stock!
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GLEN HELEN OHV PARK

Sun. Jan. 22	Top Gun	ATV's
Sun. Jan. 22	SMX	Motocross
Sun. Jan. 29	SRA	Grand Prix

Glen Helen OHV Park
(714) 880-1733

AFAM ROAD RACING 1989
March 18-19 Sears Point
April 2 Sears Point
May 13-14 Sears Point
1134 Crane St. #216
Menlo Park, CA 94025
(818) 963-8676
(415) 327-0908 North Chapter

GNC MOTOCROSS
4108 Glenbrook Court, Houston, TX 77087
(713) 641-3025

MARCH 10,11,12	GNC FINAL, Lake Whitney, TX
MARCH 18	Houston Astrodome
APRIL 2	Texas Stadium, Dallas, TX
JUNE 4	Oklahoma City Fairgrounds

For Information, please contact above number.

OPEN 6 DAYS
GSXR-750 SALE!
"We Will Not Be Under Sold!"
SUZUKI
Bert's Motorcycles
900 W. Foothill Blvd.
Azusa, CA 91702
(818) 334-1288

P.R.R.A. Hollister Hills, CA
Sun. Jan. 29; Holiday MX Series
Sun. Feb. 26; Hollister MX Open
(No Membership Required)
Info: (415) 968-1599

CMC Race With The Best

Sunday Feb. 5	Golden State Nat'l Round 5 Marysville, CA
Sunday Feb. 12	Golden State Nat'l Round 6 Adelanto, CA
Sunday Feb. 19	Golden State Nat'l Round 7 Brentwood, CA

CA (714) 261-6116

SRA GP
California Schedule
Jan. 29 Glen Helen
Feb. 26 Carlsbad
Info (714) 957-2985

SMX
MX SCHEDULE
Sat. Jan. 21 Perris
Sun. Jan. 22 Glen Helen
Sat. Jan. 28 Perris
Sun. Jan. 29 DeAnza
100% Pro Payback Saturday
INFO (714) 583-7486

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Neil Keen 314/426-6959

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ATK (2) '89 406's in stock!
$15 clutch fix for ATK's
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664 Marsh • San Luis Obispo, CA. 93401

In the WIND
BY PAPA WEALEY

(Continued from page 2)

Road racer Rich Oliver will ride Yamaha TZ250s for a team backed by Grand Prix star Randy Mamola and his manager Jim Doyle in the 1989 AMA Castrol 250cc Grand Prix Series. According to Oliver, photographer Mike Scully of Flyin' Past Photos introduced him to Mamola and Doyle during a breakfast meeting last September at Alice's Restaurant, a popular northern California meeting place for motorcyclists. The duo then watched Oliver compete in an AFM club race and the AMA National at Sears Point and were impressed enough by his performance to help him put together an effort. Oliver, who rode for John Lassak Racing in '88 and finished fourth in the 250cc GP overall point standings, brings with him sponsorship from House of Wheels in Houston, Texas, and Air Tech Fairing of San Diego, California. The team will be known as Randy Mamola Racing unless a major sponsor is secured, in which case the name will be changed to something similar to the Nordica/Roberts arrangement. "Just to be associated with Randy will get me a lot of press in Europe, and my ultimate goal is to race there," Oliver said.

Joining Oliver's team will be former Two Brothers Racing tuner Dan Kyle, who'll switch his attention to the two-stroke Yamahas after spending '88 tuning the four-stroke Ducati F-1 on which Kevin Erion won the AMA Pro Twins Modified Production Championship. Despite this accomplishment, Kyle is probably best known as the builder of the unique Honda head/Ducati motor-powered, Spondon-framed "Du-da" which received much attention though it was only raced once, finishing second at the Loudon National. The machine currently resides at Kyle's northern California home.

Speaking of the "Du-da," it seems another one of these contraptions is taking shape at Homer Knapp's Hollywood Motorcycle Machine. This one belongs to Ely Schless, whose claim to fame is being the last racer to qualify and finish the (1984) Daytona 200 on a Triumph. Schless says the difference between his and the Two Brothers bike is that his will use Honda heads and cylinders, whereas the Erion's bike used Ducati cylinders. Schless is also building a chassis that is a copy of the stock F-1 unit, but incorporating 1/8-inch larger diameter chrome-moly tubing with thinner walls. Schless, who works as a motion picture special effects designer in Hollywood, says that he'll run the bike at Daytona, and if all goes well, in the entire AMA Pro Twins Grand Prix Series.

The Ducati International Owners Club warehouse was recently burglarized and they could use the proceeds from sales of Ducati and Moto-Guzzi T-shirts, sweatshirts, etc. to get back on their feet. For more information on these products and club membership ($21 per year), contact the DIOC at P.O. Box 650857, Miami, FL 33265 or call 305/226-4216.

Dave Antolak, owner of Tuf Racing, has announced the formation of North American Racing. Larry Owens will head the new company which will handle the privateer MX race team that was previously run by Tuf Racing. New sponsors for the team include Bell Helmets, Dunlop, Silkolene, Smith, Noleen/Ohlins, Apico, Scott, M. Robert, VP Gas, AXO, EBC and Answer Products.

Mark Robinson has announced that he will debut a prototype machine of his own design at Daytona. Called the RMC C1P, the Castrol 250cc Grand Prix class entrant will field a water-cooled, inclined parallel twin, two-stroke engine with Yamaha TZ250-style forward-facing carburetors and rear-exiting exhausts, slide power valves and a handmade aluminum chassis and swingarm. Robinson is currently working with select aftermarket companies such as Mikuni, Extrude Hone, Wiseco, White Power, Answer, PVM, Brembo and FMF on the development of the prototype, and all have agreed to be OEM suppliers on the proposed production model. The production model, to be called the C1A, will be identical to the prototype but will feature ABS plastic bodywork rather than the fiberglass of the prototype. Robinson's three-year plan includes a year of select National events with himself as the rider, followed by two years with Gary Staas in the saddle, first at the U.S. GP and AMA Nationals in 1990, and then, hopefully, in Europe in 1991. Robinson's ultimate goal is to create state-of-the-art American-made production street bikes. For more information on the RMC, contact Robinson at 617/585-5236.

Robinson, incidentally, built the Ducati F-1 which Staas rode to victory at the AMA Pro Twins Modified Production race at Loudon, New Hampshire, last year. The bike incorporated a linked braking system that utilized an adjustable brake proportioning valve to moderate front vs. rear wheel stopping power.

According to Mike Green of the California Vintage Racing Group (CVRG), members of that organization will not be taking part in the Vintage MX hosted by CMC at Carlsbad, California, on January 28. For more information, contact Green at 415/829-6091.

Contrary to what was printed in the January 11, 1989 issue of *Cycle News*, 1989 Moto Guzzis will not be available with CDI ignition. Instead, the Italian-made V-twins will continue to utilize good old-fashioned points ignition, though it is rumored that 1990 will see a switch to electronic ignition.

Edgell Expositions reports that attendance at the recent Atlanta, Georgia, and Washington, D.C., International Motorcycle Shows was up over last year's figures — 25% at Atlanta and 36% at Washington. Mike Webster, show manager for both of the events, said the shows "indicated a high interest and enthusiasm level." Webster said he feels this is very positive for the industry outlook, adding that retail bike sales were high at the shows.

Three-time World Champion Eddie Lawson recently traveled to Japan to meet with Honda top brass regarding his new Rothmans Honda Grand Prix ride. The Californian was also scheduled to test the 1988 NSR500, weather permitting, at Suzuka. Defending World Champion Lawson and his new teammate, former World Champion Wayne Gardner, will be testing the 1989 equipment in Brazil on January 26-29.

Last week, Papa told you about the January 21 banquet that former Triumph factory mechanic Pat Owens is hosting to celebrate the retention of motorcycle mechanics training courses at Los Angeles Trade-Tech College and to drum up support for the Owens and Patricia Hollingsworth campaigns for election to the L.A. Community College Board. Owens reports that tickets to the banquet will be available Saturday night at the door of the San Dimas Country Club which is located at 1400 Azenida Entrada in San Dimas, California. If you get turned around, call the club at either 818/966-4451 or 714/599-8486.

CORRECTION: The WorldSports ad for the February 4 Seattle Amateur Supercross which ran last week contained the wrong phone number for information and the wrong deadline date for pre-entry. The correct information phone numbers are 206/435-9782 or 503/761-6042 and pre-entry forms and fees must be received by January 31. In addition, there will not be a 250cc CMC Pro class run at Seattle.

BORN: Anna Aileen See, daughter of amateur road racer Mark See and wife Melissa, on December 15 at Shady Grove Hospital in Rockville, Maryland.

The International CBX Owners Association will hold its 6th Annual East Coast National Meet at Daytona Beach, Florida, during Camel Speedweek. Headquarters will be the Holiday Inn Boardwalk. For more information, contact Clint Hooper at 817/855-6977 or Dave Severns at 813/526-7996.

Pasadena (California) City College is offering a motorcycle mechanics course for bike owners wanting to do their own repairs or anyone wishing to receive a certificate of achievement and employment in this field. The classes begin February 6 at the Community Skills Center at 325 S. Oak Knoll in Pasadena, but enrollment is taking place now. For more information, call Wayne Houlihan at 818/578-7041 or the Engineering and Technology Office at 818/578-7267.

So Cal Surfwear has signed motocrossers Keith Bowen, John Kitsch, Dale Spangler, Ed Bao, Vic and Jason Rivas, and Mike Pascarella to product sponsorship contracts. Kitsch and Spangler will contest AMA 125cc Supercross and outdoor Nationals, Bowen and Pascarella 250cc Supercross and outdoor Nationals, and Bao and the Rivas brothers East Coast Expert class events. All riders will be aboard Tuf Racing-prepared Suzukis. So Cal Surfwear says they're interested in hearing from any top pro who is interested in product support. Call So Cal Surfwear at 312/208-9289 or write: 101 N. Harrison St., Geneva, IL 60134.

WANT ADS

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LARGE VOLUME STORE IN ORANGE COUNTY area needs experienced service manager. Competitive salary plus benefits. Send resume to: Cycle News, Dept. 49, P.O. Box 498, Long Beach, CA 90801-0498. (201/TFN)

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If you have 5 years M/C dealership experience and have the motivation to share your knowledge, we may have just the career for you! Our rapidly growing training institutes, located in Pheonix, AZ, and Orlando, FL, are in need of career minded individuals to train as instructors, at no cost to you. Our excellent benefit package includes: *Company funded pension, *Health benefits plan, *Dental benefit plan, *Life insurance benefit plan. If you are interested call M/C MECHANICS INSTITUTE. Larry Barrington in Pheonix at (800) 528-7995 or Jim Grimes in Orlando at (800) 342-9253. (224/TFN)

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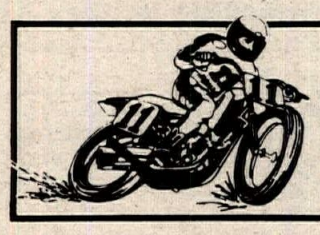
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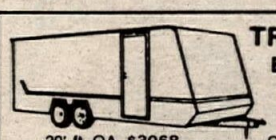

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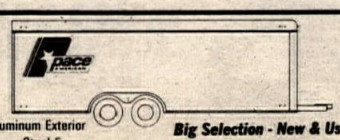

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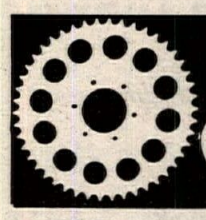

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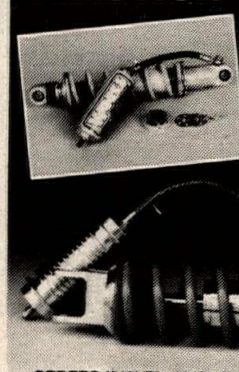

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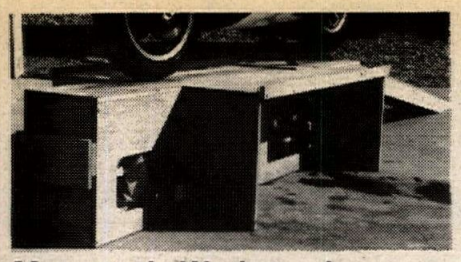

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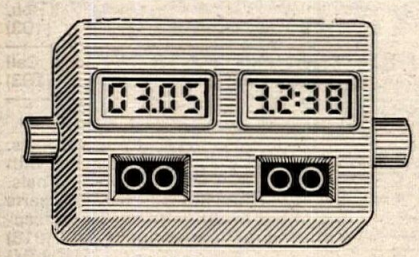

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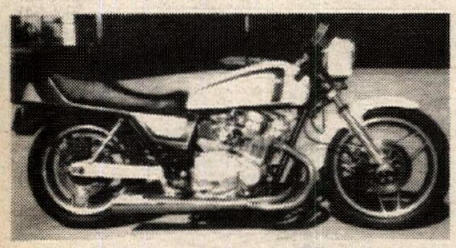

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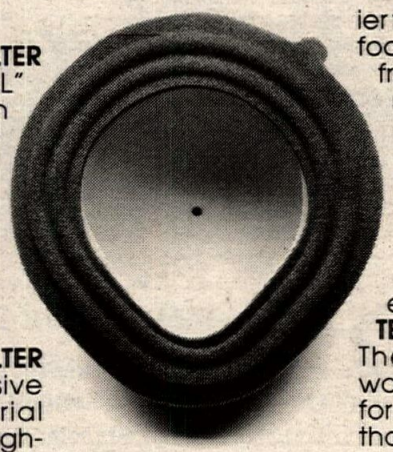
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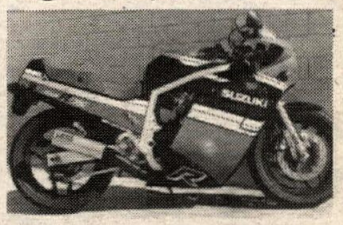

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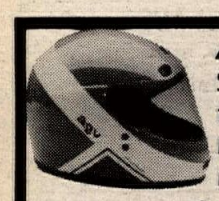

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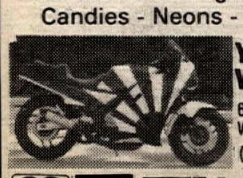

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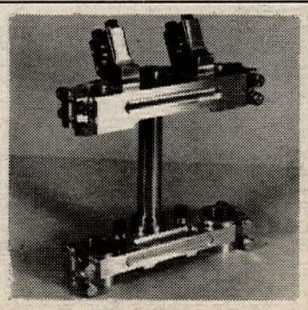

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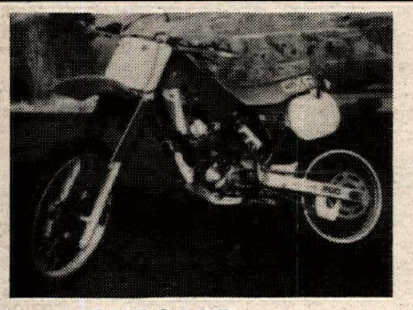

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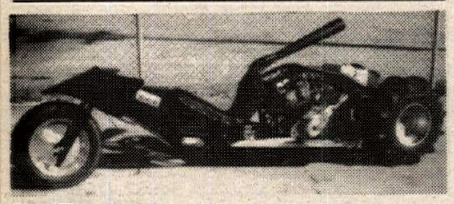

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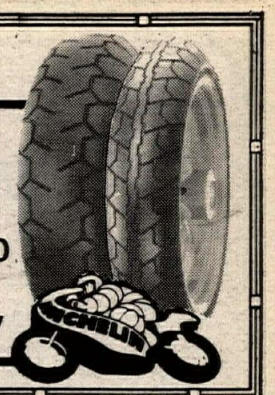

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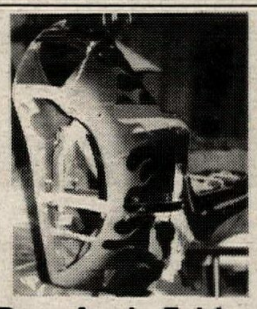

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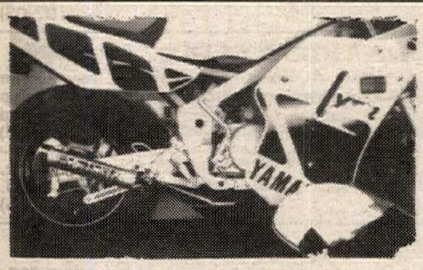

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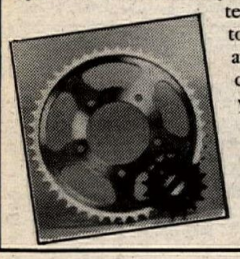

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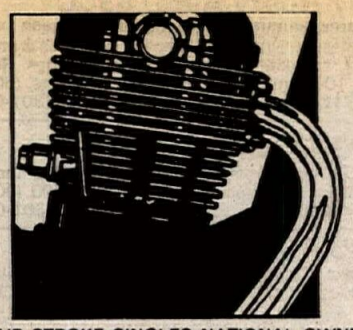

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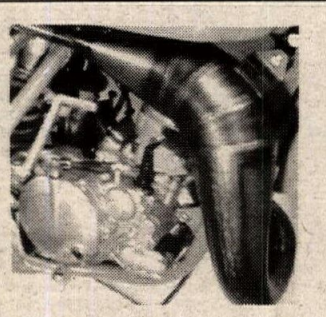

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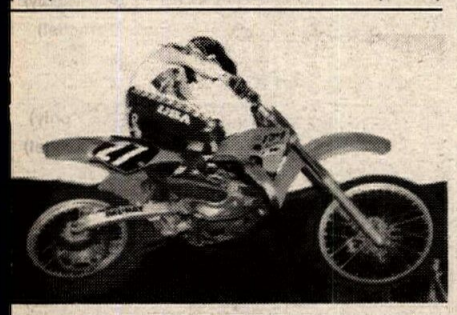

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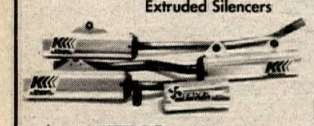
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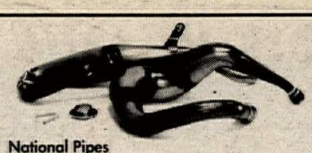
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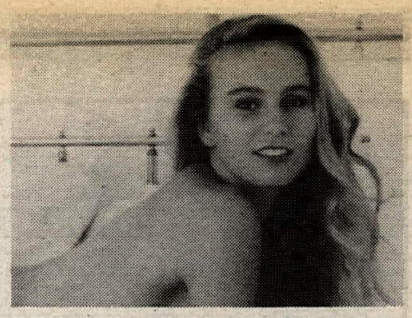

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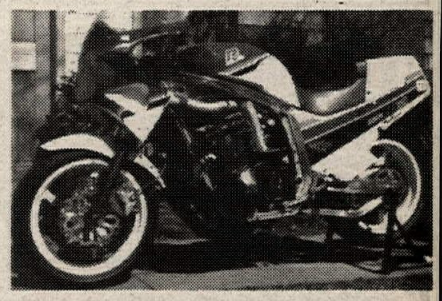

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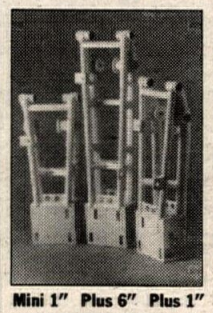

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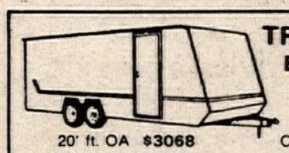

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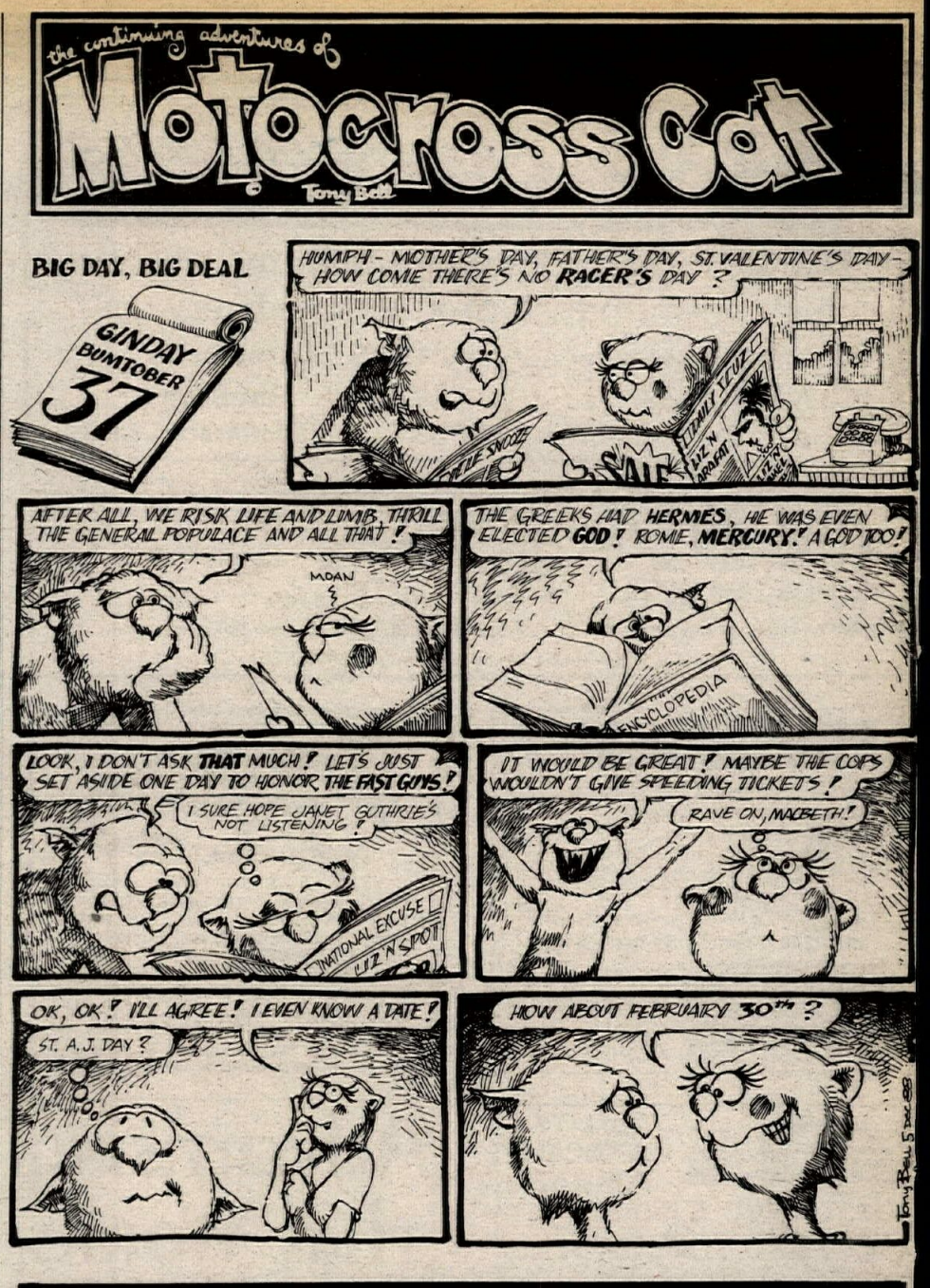

RESULTS

Hare Scrambles
Sunset Ramblers MC
Galion, OH
Jan. 8
By Rick McWaters

0/A
Louis Dearman KTM
JR MINI
Tony Rayston KTM
Curt Staley Kaw
SR MINI
Glenn Delong Kaw
Clarence R. Smith Kaw
125
Alan Sattler Yam
Joshua May Kaw
Doug Greenwald Suz
Pat Thrall Kaw
Brad Staley Yam
250
Russell Denney Hon
Geoff Vansickle Kaw
Charles Mullins Hon
Robert Knau Kaw
Steve Copas Hon
OPEN
Dave Flauell Hon
Mark Adkins Cag
Craig Coon KTM
Chad Coon Mai
Mike Foreman Kaw
SR
Les Mintz Hon
Bill Work Hus
Greg Williams Hon
Steve Thrall Kaw
Arthur Pickelheimer Yam

Motocross
Racing Enterprises
Carlsbad Raceway
Carlsbad, CA
Dec. 31
By Robert Failing

80 BEG
Mark Page Hon
Ron Gerdes Yam
125 BEG
Benny Rudolisso Hon
Darren Clifford Suz
Lars Erik Larsson Yam
Roy Bassin Yam
John Thornton Hon
250 BEG
Curtis Jablonski Hon
Ignacio Rivera Hon
Rick Fernandez Yam
Mark Page Suz
Mark Baker Yam
50 BEG
Mike Seeley Kaw
Steve Basin Yam
Alfred Stromberg Hon
VET BEG
David Pritchard KTM
Curtis Jablonski Hon
Alfred Stromberg Hon
Chuck Burnett ATK
Mitch Langjahr Hon
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Derek Meyer Hon
Craig Monty Kaw
Jonathan Knight Kaw
Terry Boyd Hon
J.J. Petchel Yam
250 JR
Per Scerensen Hon
Gary Wagner Yam
Mark Howe Kaw
Chris Verboom Hon
Scott Sease Kaw
500 JR
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Robert Failing Hon
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Jeff Dixon Hon
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Mark Fairfull Hus
Gary Scott Kaw
Paul Ikeda Hon
Michael Landegent Kaw
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80 INT
Jacob Swain Kaw
125 INT
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Chris Burgeson Yam
Robert Failing Hon
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Bill Malone Hon
OT MSTR
John Knight Kaw
Jack McCormick Yam
125 PRO
Paul Cortez Hon
Jan Jespersen Hon
250 PRO
Paul Jones Yam
Jesse Hedman Kaw
Joe Tuttobene Suz
Mike Hooker Hon
500 PRO
Lance Johnson Kaw
Paul Krause Kaw
VET PRO
Willie Amaradio Yam
Kenny Parry Kaw

Motocross
County Line Raceway
Vance, AL
Jan. 1
By Dixie Cash

80 SR
Jamie Kemp Kaw
Jason West Kaw
100
Johnny Hallman Hon
125 B
Randy Fuller Hon
125 C
Joey West Kaw
Ernie Whitehead Kaw
250 C
William Hagar Hon
Randy Gibb Hon

Motocross
County Line Raceway
Vance, AL
Jan. 8
By Dixie Cash

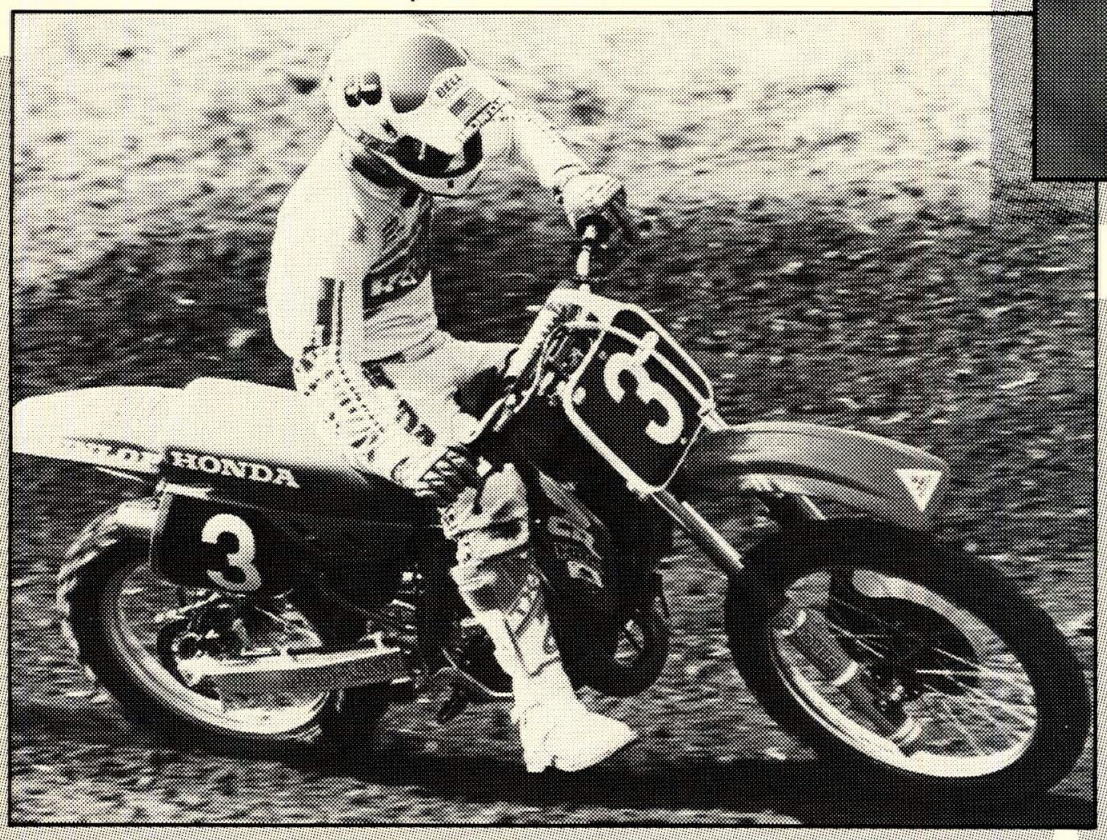
80 SR
Michael Patton Jr Kaw
100
Johnny Hallman Hon
125 B
Randy Fuller Hon
Eddie Crouch Yam
125 C
Alan Page Yam
Bailey Black Jr Kaw
125 2YR & UP BIKE
Barry Philips Kaw
250 C
Larry Handshy Yam
OPEN
Charles Englebert Kaw
ENDURO
Terry Cox Hon
50
Dustin Phillips Suz

Results should be sent to Results Editor, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498, ASAP after the event. Follow the above style: List type of event, track name, city and state, date of event and your name. List the top five finishers and the brand of bike each rode. Please use a typewriter and double space, or print legibly.

Eric Geboers
1988 500cc Motocross World Champion

Rick Johnson
1988 500cc National Motocross Champion
1988 250cc Supercross Champion

George Holland
1988 125cc National Motocross Champion



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1988 125cc Western
Supercross Champion

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